

MARCH 1994 40p

Readers views flood in

Navy News promotions girl Jane Perkins buries herself in her work — over 12,000 replies (so far) to last month's readership survey.

Every one of them will be fed into a computer and a full analysis published in a future edition.

Meanwhile, the Editor comments: "In a time of rapid change and uncertainty it is good to know we can depend on the loyalty and interest of our readers."

"The market research company told us we'd be lucky to get a tenth of that number. To judge from the number of people Navy News is passed on to, we could have a readership of half a million. With the help of this information maybe we'll get a few more."

D-Day

"It's a remarkable response that has taken us all back — thanks to everyone for taking the trouble."

And thanks, too, to our veteran readers who in their hundreds have responded to our appeal for personal accounts of D-Day experiences.

Much of the material, including many photographs which have never before been published, will appear in our D-Day supplement forming part of Navy News' May edition. Order your copy now to avoid disappointment.

HARRIER VIEW OF SARAJEVO

To the expert observer this Harrier-eye view of snow-covered Sarajevo reveals gun positions in the UN exclusion zone around the city.

Taken by an F95 camera mounted in the Sea Harrier's fuselage, photographs such as these are analysed on board and by Nato experts in Italy. The dark areas at the top and to the right of the picture show the dominating heights where much of the Bosnian Serb artillery was sited.

Near the centre can be seen the runways of Sarajevo Airport, and near the left-hand edge of the frame large blocks of flats stand out.



GUNS IN ARK'S SIGHTS

As tension ebbs and flows around the gunlines in Bosnia, Sea Harriers from HMS Ark Royal are making a vital contribution to Nato's eyes and muscles in the skies over the war-ravaged region.

In the days before Navy News went to press the Harriers were closely involved in a mission to support UN troops who had come under attack.

And throughout the Sarajevo crisis the aircraft of 801 Naval Air Squadron were flying up to 14 sorties a day, many of them in the photo reconnaissance role.

The pictures they brought back provided invaluable information to Nato and the UN on the position and movement of tanks and guns in the exclusion zone around the beleaguered city.

Wounded

During the incident on February 22 when Swedish soldiers of the UN Nordic battalion came under mortar attack, Ark's operations staff picked up communications that several soldiers had been wounded in a convoy between Tuzla and Sarajevo.

Discussions were held between the UN and Nato commands as a result of which two of Ark's Sea Harriers, flying over the area at the time, were diverted from their reconnaissance mission to investigate.

They found the convoy of armoured personnel carriers moving towards Tuzla but were unable to identify the aggressors.

As those aircraft returned to refuel in Ark, a further two harriers were launched from the ship to keep an eye on the situation. They were fully armed with bombs as were a third pair

HOME MATCH



There's no mistaking where young Steve Beviton's loyalties lie. . . but soccer comes a poor second when Dad comes home — especially when Dad (CK Dave Beviton) has been serving in the Adriatic on board HMS Invincible for seven long months. (See also Page 17).

Picture: LA(PHOT) Bunny Warren

Picture: LA(PHOT) Scooby Dua

● Turn to Page 17

RETURN TO WARTIME TRAINING GROUND



Marines take the high road

When the going gets tough, the tough get going — and they don't get any tougher than Y Company 3 Cdo Brigade who are pictured yomping up from Kinlochleven, having swapped winter training in Norway for the highlands of Scotland.

"Scotland is as demanding as Norway because of the more changeable weather," says Colour Sgt Alan Coutts, a Mountain Leader, First Class. "We are missing out on the skiing by not going to Norway but the rest of the syllabus is being covered."

Wartime Commandos trained in Scotland at Achnacarry, near Fort William and would have been familiar with the area now being used by 3 Cdo Brigade. The elite Commandos were originally formed from volunteers out of all British Army units, to carry out amphibious raids and after an intensive course at Achnacarry those who passed were qualified to wear the coveted Commando green beret. In 1942 the first Royal Marines Commando was formed and after the war the role

passed exclusively to the RMs along with the job of Britain's amphibious forces. Today's Commandos have a more complex role than their wartime predecessors and find themselves involved in a variety of operations, from maritime amphibious raids to administering aid to refugees all over the world.

The differing roles are reflected in a very busy programme for the Marines where exercise and operational commitments are so great there is little time to train and work up to each new task.

45 Cdo returned from Belize last November where they were the last fully-operational unit of the British garrison to serve there. After this tour of jungle operations 45 Cdo had to quickly prepare for mountain training in Scotland which will be followed by a period of conventional live firing before the unit joins other elements of 3 Cdo Brigade for an amphibious exercise on the island of Lewes this month. The rest of the year is similarly crammed with commitments.

Picture: PO(Phot) A. Chetty

FISH EYE TALE

West Coast fishermen had a periscope's eye view of their fishing grounds during a trip out in HMS Spartan, a nuclear-powered, hunter-killer submarine based at Clyde Submarine Base, in Faslane.

The submarine took a group of some 14 fishermen, from the Campbeltown and Largs area, out to sea to give them an insight into the workings of a RN submarine. They spent several hours on board and were given a tour of the vessel after diving beneath the surface.

"Both sea days were very successful," said Spartan's CO, Cdr Paul Robinson. "The fishermen obviously enjoyed themselves and such meetings can only improve working relations between us."

Below: Stephen Waddle, of The Nomora, from Greenock, is pictured with Lt Cdr Nick Waide.

Fond farewells as Arrow bows out



Picture: The Sunderland Echo

Time for a few smiles on a poignant occasion as the CO of HMS Arrow, Cdr David Goodall, presents the ship's bell and honour's board to the Mayor of Sunderland, Cllr Bryan Charlton.

HMS Arrow visited Sunderland, her affiliated city, at the beginning of the year to say farewell before decommissioning this month.

A warm and strong affiliation has long existed between Arrow and the city since the Type 21 frigate was commissioned in Sunderland in 1976. Members of the ship's company have visited on 11 occasions and in August last year they were awarded the Freedom of the Borough.

On this, their last visit, artefacts from the ship were presented to the city and other local organisations as mementos of a long and happy affiliation.

HMS Arrow decommissioned at the beginning of this month and will be handed over to the Pakistan Navy as PNS Khaibar.

● Pictured with Cdr Goodall and Cllr Charlton are, from left, WEM(O) Dickie Bird, CPOMEA Steve Rooks, AB(M) Darren Daymond, AB(S) George Outhwaite, Mrs Charlton, POMEA Phil O'Hare, RO Tony Fairhurst and CK John Stone.

Nelson not a right-hand man

One of the world's largest postal auction companies has incurred a fine of £3,000 for selling an envelope purported to have been signed by Lord Nelson.

By the time the envelope, addressed to an Oxfordshire rector, was signed, Nelson's right arm had already been blown off by a Spanish cannon ball at Santa Cruz, Tenerife, in 1797, and he was only able to "scrawl" with his left hand.

Unfortunately the signature, sold at auction to Mr David Shannon, membership secretary of the Nelson Society, was slanted indicating the author was right-handed and could not, therefore, have been written by Nelson.



Cold War data could cut global warming

Deep-sea data used by the Royal Navy to detect enemy submarines is being made available for research for the first time to help combat global warming.

Fewer women at sea

There will be fewer women serving at sea in the next few months as female junior ratings come to the end of their first sea draft.

Due to reduced recruiting, they cannot be replaced on a one-for-one basis so it has been decided to keep the same ship manning ratio on fewer ships.

There are currently 800 women serving at sea on 28 ships. There may be up to 150 fewer in the near future — which may mean eight to ten ships reverting in the short term, to all-male manning. The carriers will, however, all continue to number women among their ship's companies.

Meanwhile all ships already converted and those built with separate accommodation for women will retain the facilities and all new builds of major warships will be constructed with women's quarters. The conversion programme will stop, however, until the number of women increases.

Aware of the increasing importance of historical oceanographic databases to the scientific community — especially in the area of climate-change prediction — the Ministry of Defence has revised its policy on releasing this information which consists initially of more than 115,000 observations covering the North and South Atlantic Oceans.

This database represents 65 per cent of the total available from the temperature profile data throughout the World's oceans since the Second World War, used to predict the performance range of sonar waves in the hunt for submarines.

It is anticipated that this wealth of information, taken by the Royal Navy up to 1990 and released with the joint agreement of the Directorate of Naval Operations and the Directorate of Naval Oceanography and Meteorology, will make a significant contribution to a number of fields of research.

Increased understanding is the first step towards improved prediction of the timing and effects of climate change, and is essential to produce policies that may reduce global warming.

Navy Days tie in to D-Day

Star attraction at this year's Navy Days is set to be a Royal Navy aircraft carrier.

Euro award for Trust

Portsmouth Naval Property Trust is to receive one of Europe's most prestigious environment awards for the restoration of a Georgian storehouse in the Historic Dockyard.

Crowning achievement of the project was the recreation of an elegant clocktower and cupola destroyed by incendiary bombs during World War II.

As a result, the Trust is awarded a Europa Nostra diploma — the first to come to the city since the restoration of Southsea Castle was recognised in 1978.

The Portsmouth event has been brought forward from its traditional August holiday weekend dates to the three days from May 28-30. Many thousands of visitors, including Service veterans, are expected to flock to the South coast to commemorate the 50th anniversary of D-Day, and the date changes for Navy Days will give them the opportunity to visit British and Foreign warships.

Operational commitments permitting, the ships lined up for the event will include a Type 23 frigate, the most modern class in RN service. A Type 42 destroyer and Type 21 frigates are also expected to be present as well as mine counter-measures vessels.

Air displays, static displays and band performances are also planned.

Sweeping medal

The naval General Service Medal (1915-62) with the clasp 'Minesweeping 1945-51' will now be awarded for six months (180 days) of minesweeping service afloat, not 180 days of actual minesweeping.

The decision follows a re-examination of the interpretation of a 1952 Admiralty Fleet order. Any naval minesweeping veteran who has not previously received this award but believes he is now eligible for it should write to HMS Centurion (NPP(Acs)), Grange Rd, Gosport, Hants PO13 9XA.

Awards will also be issued posthumously in response to applications from next of kin.

Dependants funds set to merge

Candle for Khedive Ismail

To mark the 50th anniversary of the sinking of the Khedive Ismail, last month, a carved Paschal candle holder was blessed at the Church of St Mary-le-Strand in London.

Twenty Wrens were drowned when the ship was torpedoed in the Indian Ocean by a Japanese submarine — among a total of 1,293 people lost in the Western Allies' second largest single maritime disaster of World War II.

Definitely not one of the boys...

Even when she's well camouflaged, Miss UK Amanda Johnson stands out in a crowd...

In this case the "crowd" is formed by members of a mobile patrol of 40 Commando Royal Marines on duty in Northern Ireland. As Miss Globe and Laurel, Amanda (20) has been visiting her fans currently deployed to the Province.



IN BRIEF

Sheffield bell

The original ship's bell from the destroyer HMS Sheffield, which was lost in the Falklands conflict, was handed over to her successor, the Type 22 frigate HMS Sheffield at Devonport last month.

It has been cared for by the Petty Officers of HMS Arrow, which came alongside the stricken Sheffield to help rescue survivors.

□ □ □

Author Max Arthur wants to hear from RN and RM personnel who have seen action in any theatre of war or been involved in any interesting peacetime operations. Contact him on 071-431 0063.

□ □ □

Objections

Copies of the new draft scheme (ref IT -253758-SC) may be obtained from the Charity Commissioners at Woodfield House, Tangier, Taunton, Somerset TA1 4BL, to whom any objections or suggestions may be addressed.

Membership of the funds is open to all serving personnel and is currently taken up by 99 per cent of ratings and 95 per cent of officers. Current subs are £1.80 a year.

Royal 'Fix It' first

Lt-Cdr The Duke of York became the first Royal host of TV's 'Jim'll Fix It' show when he agreed to let 8-year-old Harriet Cooper be an admiral for a day on board his minehunter HMS Cottesmore.

The Duke her to sea for exercises out of Rosyth last month — using the ship's sonar to help search for Charles I's treasure barge which sank in the Firth of Forth in 1633 — and later presented her with her 'Fix It' badge when the show was recorded at the BBC's Shepherd's Bush studios.

It will form part of the final series of the 20-year-old TV favourite presented by Sir Jimmy Savile — in which the Navy has frequently lent a hand — starting at the end of next month.

The Duke has lately been a surprise host for a number of Navy supporters, old and young. As we reported last month, he visited Cottesmore St Mary primary school at Hove. Earlier, a party of Royal Naval Patrol Service veterans expecting to spend a day at sea in HMS Atherstone found themselves on board the Cottesmore after a late change in Atherstone's plans (see page 11).


Drafty

... on Weapons Engineering



What a relief to know the facts!

Many ratings selected for redundancy are requesting to leave early to take up offers. Such requests will be approved provided that a relief can be found, or if the employing officer states that he can spare the person without relief.

There is no automatic right to leave before November, but requests are being approved where the stated conditions are being met.

If, in addition to asking for a specific date, your request also stipulates "or the earliest date thereafter," Drafty will do his best to comply.

There is, however, widespread confusion over exactly what is meant by 'the term' 'release date' — whether it is the day of starting your 28 days terminal leave, or the day it fin-

ishes and you are finally discharged.

On leaving the Service, whether early or in normal course, most ratings are drafted to a releasing unit to carry out a release routine, about 28 days before the date of final discharge.

It is approximate because release routines are carried out on specified dates. Drafty will automatically select the most appropriate date in each case.

Recall

Although it is permissible to take up civilian employment during terminal leave, in the event of a national emergency you will be recalled, and certain public sector employers such as the Civil Service and Police will require you to have fully left the Navy before you start work with them.

Unless you state clearly otherwise, Drafty will assume that any request giving a date for early release means the date

of leaving the RN following terminal leave.

First OMs

Transfer of WEM billets to Operator Mechanics has begun, and the first OMs are already at sea. It is a very difficult balancing act to get the newly cross-trained OMs to sea straight from their courses, to achieve male/female ratios, and to meet PJT dates and ships' programmes.

Drafty cannot hope to satisfy everyone.

Some WE mechanics and Ops Branch ratings are having to be drafted from ships earlier than expected. At least the bulge of WEMs waiting to go to sea has virtually disappeared, and with a large number of them taking early redundancy the prospects for the remainder should not be too bad.

WEM jobs will still be needed well beyond the turn of the century, and some new sea billets are even being created at PO and CPO level.

However, as a result of stopping WEM recruiting last year there will be no further female WEMs to fill junior WEM billets in ships until those who have already been to sea become available for sea again. In the meantime, male ratings who are available for sea may be drafted in their place.

WEAs on hold

The build-up of newly-trained artificers awaiting their first sea draft continues despite the redundancy programme,

recently been overtaken by the CPOs and POWEM(R)s. In both cases, the chances of a non-preference draft have increased considerably due to the number of billets which have to be filled in areas such as Portsmouth, Forest Moor and London.

Drafty does not draft people out of area unless he is forced to, but in some cases it is unavoidable — the vacancies have to be filled.

It is therefore always in your interests to nominate a second choice of base-port.



TRUE COST OF MANPOWER

In these times of tight budgets and strict accounting, the need to know the true cost of naval manpower has never been greater.

To this end, Drafty is responsible for ensuring as best he can that all ratings are correctly accounted for and that the cost is borne by the appropriate budget.

If you are at sea or on leave after sea service, for example, then it is CINCFLEET who pays the bill. Likewise, those in training establishments are paid for by CINNAVHOME.

Apart from those major budgets there are a considerable number of other budgets which pay for naval manpower. Naturally budget managers all want to keep close tabs on their expenditure, and it is Drafty's job to make sure that the details on draft orders, including the PQ numbers, are accurate.



'Heads, CINCFLEET, tails ...'

It is partly for this reason that a large number of draft orders have to be issued marked "PQ change only". It is all part of the accounting process.

CONTACT NUMBERS

We apologise for any difficulties you may have had in contacting us by telephone recently, but we have moved offices (twice) and suffered several computer problems.

Hopefully by the time you read this the building work will be complete and the computer which assists us in drafting will be reliable once again.

Contact extensions are:
Drafting Cdr/WE WO

Appointer — Cdr C. F. James (2524).

Apps/Art Con/office manager — CWWTR Price (2520/2524).

WEM drafting — Lt Cdr M Linfield (2511), POWWTR Elkins, LWTR Ball, LWTR Styles, WWTR Rennie (2529/2511).

WEA drafting — Lt Cdr B. L. J. Maddock (2525), POWEM Jackson, Miss Biggs (2527/2525).



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Miner a major boost for divers



Meet Miner III, one of the smallest naval vessels, that has entered service to enhance the capabilities of Plymouth Clearance Diving Unit.

The 23-tonne, 14.25m launch is purpose-built to provide waterborne mobility for the unit's priority tasks of explosives disposal and training in underwater engineering support for the Fleet's ships and submarines.

Miner III is named after a long-serving mine-

laying vessel commissioned in 1940 and used at HMS Vernon, Portsmouth between 1951 and 1967, at first as a mining tender and then as a diving tender.

Already a familiar site around Devonport, the new Miner III will be joined by a sister-ship named Datchet to commemorate the old fleet diving tender which paid off last June. The two vessels replace Harbour Launch Diesel 150 and 152.

Cruiser lost in Souda Bay . . .

A 48-gun fourth rate of about 600 tons, the first HMS Southampton was built in 1693 by John Winter less than 500 yards from Vosper Thornycroft's present day site.

Little is known of this ship, but she had to be virtually rebuilt less than six years after launching due to poor workmanship and sub-standard timbers.

She served in the Mediterranean and ended life as a hulk in Jamaica in 1728.

The second ship of the name was built in Rotherhithe in 1758. Of similar size to her predecessor, she took part in numerous battles.

The third Southampton took 15 years to build, between 1805 and 1820, and was almost certainly obsolete before she was completed. She saw action off Natal in support of operations against the Boers.

A light cruiser built by John Brown of Clydebank in 1912, the next HMS Southampton saw much service in the North Sea during the First World War. She escorted the large and fast battle cruisers of Admiral Beatty and took part in the battles of Heligoland (1914), Dogger Bank (1915) and Jutland (1916), where she was the first ship to sight the German High Seas Fleet.

She ended her career as the Flagship first in South America and then the East Indies, and was finally sold for scrap in 1925.

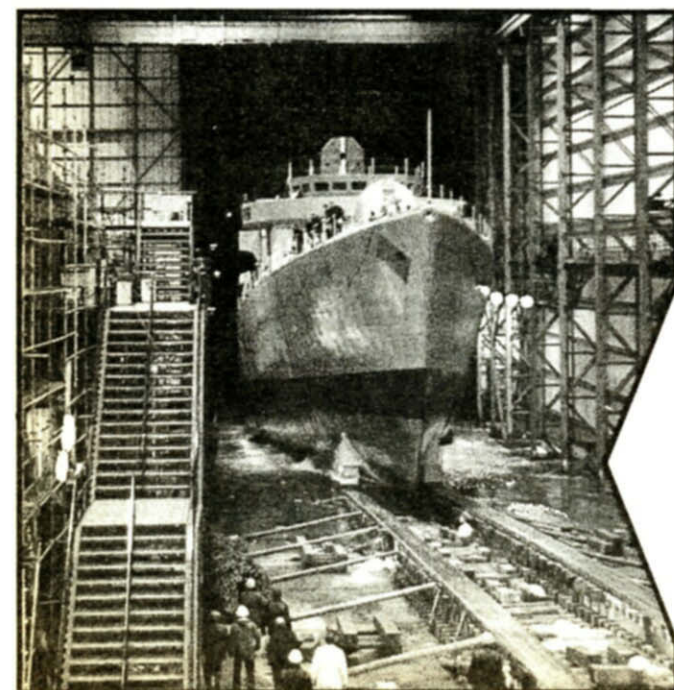
Laid down as Polyphemus and renamed Southampton in 1936, the fifth HMS Southampton was a cruiser of 9,100 tons. Built by John Brown of Clydebank, she was completed in 1937.

She transported refugees from the Spanish Civil War and at the beginning of the Second World War took various roles around the North Sea and Norway before departing for operations in the Mediterranean in November 1940.

On January 11 the following year, whilst in Souda Bay, Crete, she was attacked and badly damaged by German dive bombers, and was abandoned after it became apparent the raging fires were not to be beaten. She did not sink, however, and HMS Gloucester issued her the coup de grace by torpedoing her.

Battle honours

Emeraude 1757, Belle Ile 1761, First of June 1794, St Vincent 1797, Heligoland 1914, Dogger Bank 1915, Jutland 1916, Norway 1940, Spartivento 1940, Malta Convoys 1941.



Ships of the Royal Navy No. 460



Laid down: October 1976 by Vosper Thornycroft, Southampton. Launched: January 1979. Commissioned: October 1981. Displacement: 3,500 tons standard; 4,150 full load. Length: 125 metres. Beam: 15m. Draught: 6.7m. Armament: Surface to air missile, British Aerospace Sea Dart twin launcher; guns, Mk 8 4.5 inch, 4 x 20mm GAM-BO1, 2 x 20mm Vulcan Phalanx. Main machinery: COGOG (Combined Gas or Gas), 2 Rolls-Royce Olympus TM38 gas turbines developing 50,000 (total) shp; 2 Rolls-Royce Tyne RMIC gas turbines (cruising) developing 9,900 (total) shp; 2 shafts; controllable pitch propellers. Ship's company: 250 (including 30 Wrens).

IT'S BUSINESS AS USUAL FOR HMS SOUTHAMPTON

The sixth warship to bear the name HMS Southampton has always led an eventful life, from her extraordinary midnight launch — due to an industrial dispute — to her widely publicised collision in 1988 with the MV Torbay during operations in the Persian Gulf.

Since then she has undergone a major refit and trials before returning to the Fleet in early 1992. But whilst she has been fully operational for nearly 18 months now, the belief that she's broken beyond repair persists in small pockets. She's not. HMS Southampton is back!

A year ago, as soon as extensive operational training was complete and her highly complex weapons systems and machinery had been proven, Southampton sailed for the Far and Middle East. After a visit to Singapore over Easter and exercises in the South China Sea with the Australian, Malaysian and Singapore Navies, she sailed to India for a port visit to Goa.

There she took part in a very successful exercise with the Indian Navy, which involved an exchange of personnel.

May saw HMS Southampton taking over the Armilla patrol,

maintaining the Royal Navy's presence and keeping watch over British flag merchant shipping. Multinational exercises with warships from America and France, as well as bilateral training with the navies of Saudi Arabia, Kuwait and Bahrain were interspersed by visits to Dubai, Abu Dhabi, Muscat, Dammam and Bahrain.

In each country the ship's company received hospitality from both the local and expatriate communities. The ship's sports teams found competition in every port; the rugby team even found themselves playing the current Gulf champions, the Bahrain Eagles!

New skills

This period on patrol tested the months of training and trials in UK waters prior to deployment, and developed new skills.

After two months on station the ship headed for home through the Indian Ocean Monsoon. Whilst transiting the Suez Canal, 50 of the ship's company took the chance to tour the Pyramids and Cairo.

Following a visit to the islands of Rhodes and Thia, the Type 42 destroyer sailed to the position in the Ionian Sea where the previous HMS Southampton was sunk.

A memorial service was held, and attended by one of the survivors Mr Freddie Dance (ex-Boy Seaman), there to represent the "Old Southamptons."

The ship then returned to her home port of Portsmouth. HMS Southampton had

Flashback to Operation Midnight, the secret launch of HMS Southampton in 1979.

Industrial action by the Boilermakers Union at Vosper Thornycroft's Woolston yard at Southampton meant the destroyer which was to bear the city's name was sent down the covered slipway just before midnight.

The launch had already been postponed and if the tide had again been missed there might have been a considerable delay before another opportunity arose.

steamed 32,000 miles on this deployment. Powered by Rolls Royce Olympus and Tyne gas turbine engines, she has controllable pitch propellers and stabilisers. She can achieve 29 knots and has a range of 4,000 nautical miles at 18 knots.

The Southampton's primary

role is to provide air defence for task group operations. As well as her guns, missiles and Lynx helicopter, she carries the latest communication and sensor equipment.

The Southampton is now preparing for a period of DED. She returned to Portsmouth at

the end of January following a period of operations in the Mediterranean supporting United Nations efforts in the Adriatic and prior to that exercises in the North Atlantic.

Last year saw the ship — pennant no. D90 — spend just 90 days in her base port.

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BY TUGS

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A STONE FRIGATE.GETTAWAY!—YOU'RE
HAVIN' ME ON.

SPLOSH!

NN

Letters

NN

Wrens on the shelf?

Many of us non-sea service Wrens feel as though we have been put on the shelf to gather dust.

Wrens who joined before the girls-to-sea implementation who are non-volunteers for sea feel as though their careers have come to a sudden halt.

Since the WRNS was re-established in World War II we have given our utmost to support the Royal Navy, our primary role, by maintaining continuity and very high standards of expertise in shore-side comms, pay offices, registries, galleys and accommodation, thus enabling our male counterparts to be released for sea service.

Now we are to be known as Wrens by title only, to facilitate a computer and for accommodation purposes.

A majority of the older Wrens, pre 1 September 1990, feel they have been swept under the carpet. Why could the Royal Navy not have opened its doors to girls who expressed a desire to go to sea and left us land lubbers to get ahead in our own unique service? —LWRO, HMS Warrior.

Cdr Margaret Robbins replies:

You can't please all of the people all of the time — a very apt maxim recognizing that the integration of the Women's Royal Naval Service has not been greeted with universal plaudits by former members of the WRNS who today find themselves members of the Royal Navy.

From their perspective the integration of the WRNS into the RN must indeed seem like 'disbandment' but from the other side of the fence integration is viewed as our 'coming of

age,' a celebration not a wake, having at last been accepted as professional equals to our male counterparts.

Without 75 years of solid support from women of the Women's Royal Naval Service behind us this step would not have been possible. Women in the Royal Navy have an impeccable pedigree, a proud history and much to live up to.

I ask myself what has changed for your correspondent. She is still doing the same job, in the same environment, wearing the same uniform, getting the same pay with the same Conditions of Service today as she had on 31 Oct 93.

Non sea volunteers — officers and ratings — have not been put on the shelf to gather dust. Our decision not to volunteer for sea service is respected and we retain our original WRNS conditions of service as currently stated in BR 8373 and BR 8748. Ratings have their own Shore Advancement Rosters and promotion quotas with an advancement/promotion structure to Warrant Officer.

Yes, there have been casualties in all this: WRNS only branches with no sea liability are being phased out as much a result of defence cuts as of integration. Let us not forget that the WRNS was often under threat to be cut or civilianized as a savings measure because of our restricted employability — excluded from the main activity of the Royal Navy — going to sea.

Your correspondent would have thought 'the powers that be' dilatorily in the extreme if they had allowed the WRNS to

be disbanded or civilianised — "no one fought to keep us" — well you're still here!

As another non sea volunteer I have one regret — I regret that the opportunity to serve at sea came too late in my career for me to take advantage of the challenge of sea service and the widening employment opportunities. I am proud to have contributed in some small way to the integration of the WRNS into the RN and equally proud to give my support to those women who willingly, or by entry, have taken up the challenge of sea service.

Not one for walkies...

Much has been written lately about 'Just Nuisance' — but there must be many who remember 'Brownie', the Labrador-type dog who daily hopped on to the RN bus bringing maintenance staff from HMS Watchful at Great Yarmouth down to the Minesweeping base HMS Miranda.

After a morning's scrounging he would wait at the bus stop to be taken back again. Did he survive the war? — S. A. Miles, Newick, East Sussex.

Mugged for a Minuet

As an amateur local historian I was given an old scrap book which appeared to have been compiled from cuttings from local newspapers dated between 1770 and 1796. I came across the following, from the Hull packet sometime around 1785, which may amuse your readers, headed 'Whimsical Incident':

"Two elderly ladies walking to Plymouth Dock a few days since, were met in Stoke Fields by some jolly tars (one of them had a fiddle). They accosted the ladies, hat in hand, and told them they must make up their minds either to be killed or to dance a minuet on the grass. The ladies chose the latter. An observed bystander, peeping over the hedge, describes it as a most diverting circumstance, to see two well-dressed ladies going through all the mazes of the Minuet de la Cour up to their ankles in mud.

"When the Minuet was finished, the sailors returned their muffs, and thanks for their politeness, and handing them over the stile, gave three cheers, and walked off in high glee towards Plymouth, playing 'God Save the King'." — G. J. Blewett, Beverley, E. Yorks.

Grand old lady could be difficult

I note with sadness the passing of that grand old lady HMS Nurton — having served aboard her during her first deployment it hardly seems almost 37 years since I first stepped onto her deck.

The 'Tons' were superb sea-boats, but as anyone who has ever served in one will tell you, their motion in a seaway was legendary.

The high freeboard at the sweep deck was deeply unpopular with RN seamen (many of whom were professional fishermen more used to the steady platform of a trawler). The twin screw layout made it all too easy to get a wire round one of the screws.

Reserve engine room personnel disliked the complexity of the Deltic machinery — how many stokers remember the purgatory of hand-turning each engine prior to 'flashing up'? — preferring the relative simplicity of the original Mirlees installation.

The scream of the Foden generators was a constant source of complaint from inhabitants of coastal villages when a Ton ever lay offshore at anchor.

The building costs were extremely high as most of the materials used in construction were 'high value,' such as mahogany, aluminium alloys and non-ferrous metals — even the anchor cable was phosphor bronze — so redundant hulls were highly prized for their scrap value.

There were 186 of them — including the look-alike HMS Wilton — completed. Many of them went straight from the builders to overseas navies. None was lost to enemy action but they now saw their share of the excitement in Suez, Indonesia and Northern Ireland.

A number succumbed to damage from collision — including Nurton — and one, HMS Fittleton, sank with heavy loss of life.

I would dispute that the Tons were the last wooden ships to serve in the Royal Navy — this honour rightly belongs to the Ham class minesweepers. The Tons were actually of composite construction, having aluminium keels and framing with a skinning of mahogany double-carvel planking.

I sincerely hope their Lordships be fit to preserve one of these splendid little fighting ships, the direct descendants of the old 'Harry Tates'. — J. Smith, King's Heath, Birmingham.

Called out of Africa

As a member of the Johannesburg Branch of the Royal Naval Association we receive copies of Navy News — and your October edition brought back memories when I saw the picture of Leydeane House.

I was drafted there in October 1942 from HMS Cumberland, waiting passage home to South Africa for leave, and spent some two months at HMS Mercury attending various courses for Telegraphists.

Five years ago, while residing on the Natal south coast, I came across a Navy News and wrote to you — and through the letter being published received numerous replies from ex shipmates whose renewed friendship continues to this day. — K. Lawrence, ex RNVR (A), Edenglen, South Africa.

I saw the report on TV of HMS Norfolk's visit to South Africa — the first by a British warship for 20 years.

Has the traditional Bosun's Pipe been abolished? The reporter said the South African PM was 'whistled' aboard... H. F. Porter, Brentwood.

In May 1993 you were good enough to advertise a reunion which we are holding in September this year. Out of the blue a letter dropped on my doormat, which began: "Very recently an old friend who had served in the Navy during World War II passed on some back copies of Navy News, and on browsing through them I came across your notice. It was most coincidental, as I had not seen the paper before and on reading the first few copies I started to wonder if it would be a means of contacting anyone from the 976 squadron. What a wonderful surprise!"

You may think that is nothing special — but we joined up in 1947 at Deal and parted in September 1948. This squad mate moved back to South Africa and has lived there every since.

I thought you might like to see the range that Navy News covers. We, the Squad and I, are very grateful to you for finding our old friend. — L. E. P. Wye, Clacton-on-Sea.

Wanted — tales of Terror

I have recently had a chance to visit Singapore after a gap of 20 years and go back to see what was HMS Terror.

Singapore Navy was most helpful and gave my family and me a splendid tour of the places where we lived in 1966-68.

Much of it is now RSS Panglima, a naval training establishment for midshipmen and others, but also a merchant training school. Many of the buildings are unchanged, although they have different uses.

One of the most interesting innovations is the creation of the Singapore Naval Museum — this already has a good deal of material, but not much relating to RN activity in Singapore before independence — little indeed apart from pictures of HMS Rotherham and Sussex arriving at the base in 1945.

I have turned out my attic and sent a couple of pictures which I hope will be useful — and I hope others will support this worthwhile project.

Space is not a problem for the curator, Mr Wee Cheng Leong — provided he can find relevant material to fill it. Of course, there may be items which would be awkward or expensive to send — may I suggest that the ever-helpful Singapore High Commission in London and/or Singapore Airlines be asked for help in such cases?

Mr Wee Cheng Leong may be contacted at The Singapore Naval Museum, RSS Panglima, Sembawang Camp, Singapore 2775. — Capt. P. K. C. Harris, Slindon, West Sussex.



● Above: A picture from our own files we will be happy to pass on — HMS Warspite arrives at Singapore in December 1967, when the parasols carried by the waiting wives were used against the monsoon rain.

NN Navy News

No. 476 40th year

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Say goodnight to Nanny

Change and change again — and maybe, after all, change for the better. In a wide ranging interview, First Sea Lord Admiral Sir Benjamin Bathurst spells out how the latest cost-cutting exercise may cut down on the 'nanny functions' — and let the Navy get on with its job without having to look over its shoulder.

When you last spoke to Navy News, less than six months ago, you said that "You cannot go on popping your cash card into the hole in the wall of the 'Goodwill bank' and expect to get something out unless you keep the account topped up". Is there not a danger that this latest cost-cutting exercise, 'Front Line First', is going to leave us overdrawn in terms of goodwill — even if we do thereby manage a more efficient way of doing things?

I'm very aware that we're taxing our people's goodwill — I believe, however, that the Defence Costs Studies work could actually help make things better in the way we do business. There is a plus side to it as well as the negative one of the uncertainty and natural concern about jobs. Nevertheless, I fully understand that people will be worried until we've found out exactly where it's going to lead us.

I'm conscious of the unsettling effect of the present constantly changing climate, but we can't escape the fact that we have to ensure we provide the country with the best Navy it can afford.

We mustn't be afraid of change. One of the good things about these studies is our Ministers' commitment to openness. There will be very little being done behind closed doors.

Leaving the Defence Costs Studies aside, on the wider question of goodwill I believe we are still giving the highest priority to pay and conditions of service.

I think the recent pay award was a good example of how the Armed Forces Pay Review Body produces an answer that, given the circumstances overall in the country, is seen as fair.

I know there is concern about redundancy, but we need to set it in perspective. Manpower reductions to date have involved less than five per cent of the whole service — though that's not to underestimate the effect on the individuals within that five per cent.

Can you say at this stage whether any significant savings have been identified by the Defence Costs Study Teams, since their interim re-

ports were supposed to be in by now?

No — it's far too early to make any judgments. All I can say is that I'm impressed with the radical approach all the teams have taken — it's not wild radicalism either, it's good, lateral thinking.

What we're trying to do is to query our methods of work. Too much is tied up with bureaucracy in the Ministry of Defence and the higher command levels.

We must have a MOD and a higher command structure that works efficiently and looks relevant, and it must certainly appear at about the right level to the people who are delivering the goods below. Nobody is examining how a ship is organised — that's not part of it.

I am quite sure if you talked to virtually anybody in this building they would say there is too much paper around and some of the procedures are archaic.

I hope that these studies, coupled with the strong push our Ministers are giving and the influence of outside advisers

a very good story to tell and I hope there will be appropriate recognition of what we've already done to put our house in order.

Perhaps we should be a bit more inclined to blow our own trumpet in this respect.

Has there been a good response from the Navy to the request for ideas?

Yes indeed — a total of three thousand ideas has been fed into the Cost Review Secretariat and a huge number of those came from the Navy. Many are going to be taken forward. There is obviously a genuine desire at every level of management to cut out fat and waste, and to make the best use of the money available.

How soon will they be put into effect?

Some decisions which don't involve, if I can use the phrase, "collateral damage", can be taken in isolation. They will be obvious and sensible and won't have too many political implications; these can be made pretty swiftly. Others will require consultation, possibly



● HMS Lancaster leaves Plymouth for an eight-month deployment as West Indies Guardship — the first front line tasking for a Type 23 frigate. This month she will be escorting HMV Britannia, taking The Queen from Belize to Jamaica.

mainstream management of MOD.

I'd like to make it clear that the Independent Review announced in January isn't part of Defence Costs Studies — it's a long-term look at personnel structures, remuneration and conditions of service.

I fully understand people's nervousness and slight wariness at this study coming so close on the heels of the Defence Costs Studies. But given the immense amount of change we've had over five years, it is only right and proper that Defence as a whole should review the personnel structures of the Armed Services and relate those structures to reward — and conditions of service.

Some initial scoping has already been put in hand — and on the whole question of remuneration, recent AFPRB reports have been signalling to us that this is an area which ought to be brought up to date.

As far as pensions are concerned it is absolutely clear that

the pension review will start from the basic assumption that those who are currently in our pension scheme have an inalienable right to remain in it.

If a new scheme evolves out of this work then people could be given the option to transfer — that would be purely a question of personal choice.

If people have concerns about any of these matters, do use the Divisional System — it is the best way of finding out what's happening. All commanding officers should now have a personal letter from the Second Sea Lord giving the background.

Six months ago you were worried about managing our current range of commitments against "the very tight pressure on our resources". Now that we are being asked to maintain them all with even less cash — and as the commitment in the Adriatic, especially, drags on — surely that anxiety must have deepened considerably.

Yes, it has. It is putting a certain amount of strain on the Service. Up to the moment the C-in-C Fleet is managing to make the necessary adjustments. We are not however getting as much exercising in some warfare areas as I would like — but I believe where we're putting the emphasis is correct.

Operations must come first — and the fact that there is a very clear job to be done here is a very powerful argument for the maintenance of a flexible, capable and balanced Fleet.

This is being proved in the Adriatic and Bosnia, and it is extremely gratifying that the media and the world at large know that HMS Ark Royal and HMS Coventry are there as well as all our other ships.

I'm absolutely certain that the Fleet is in the right place.

What do you feel that the Navy has achieved by its presence in the Adriatic?

The ships that are committed to the NATO Standing Naval

● Turn to page 29

'... this constant overseeing of work that's already been delegated.'

ers who approach some of our problems from a completely different perspective, will actually create a sensible structure here and out in the Fleet to take us into the 21st century.

I'm not going to put my name to anything that makes life more difficult. This is all about more delegation; about trying to do business only at one level and getting rid of some of the nanny functions — the constant overseeing of work that's already been delegated.

Some of the staffing processes involve an awful lot of people — do we really need that?

A lot of the themes that are coming out of this work are ones the Navy has been well used to over the past few years. I think that in terms of the efficient use of manpower we have

with other Government Departments and will take a bit longer.

I suspect we will find announcements being made from early summer onwards — Ministers will want to put the whole thing together as soon as possible, though some major issues may take longer.

Whatever is decided will be done with the full involvement of the Navy Board and the



● First Sea Lord Admiral Sir Benjamin Bathurst at HMS Temeraire, talking to the Staff Instructors with the PT School's Training Officer, WO(PT) Mick O'Shea.

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ARMED SAILORS BOARD RUSSIAN WARSHIP!

Not many years ago the sight of armed sailors from a Royal Navy warship boarding a Russian destroyer could have been the curtain-raiser for the Third World War.

But when a party from HMS

Glasgow did that last month it was just another remarkable example of how the Cold War has been relegated to history.

The armed party from the Type 42 destroyer conducted a board-and-search exercise with the Udaloy-class destroyer Admiral Vinogradov

when the two ships conducted a series of joint evolutions in the Gulf.

The "guests" were well received by their Russian Marine hosts who responded with an impressive hand-to-hand combat display.

Glasgow's Lynx helicopter also took the rare opportunity to land personnel on the Vinogradov's flight deck while the Russians' anti-submarine helicopter staged a fly-past.

Other activities during the 48-hour exercise included a light jackstay transfer between the warships of 30 members of each ship's company. The British received a very warm welcome on board the Russian vessel as barriers fell and goodwill flourished.

One of the factors which enhanced Anglo-Russian understanding was the fluent Russian spoken by Glasgow's executive officer, Lt Cdr Robin Davies, who until recently was Assistant Naval Attache in Moscow.



Side by side... Members of HMS Glasgow's ship's company and Russian sailors on the flight deck of the Admiral Vinogradov. The visitors are LS(EW) Roscoe Tanner, WRO1 Vicky Davies trying out the Russian helicopter, and WAB(EW) Bernie Lynch.



Side by side... Glasgow and Admiral Vinogradov in the Gulf.

Graves clean-up by Hecla team

HMS Hecla's stand-off in Brazil allowed time for the ship's company to clear the heavily overgrown British cemetery in Salvador.

Perched on a steep bluff overlooking All Saints Bay, the cemetery contains graves and memorials reflecting historical British interest in Salvador and the state of Bahia.

One elaborate tomb surmounted by a carved tricorn hat and naval sword is in memory of William Frederick Fead, Commander HMB Express, who died on May 14, 1853, aged 44.

Work was also undertaken to renovate an orphanage and a building intended as an old people's home just outside Vitoria.

Before Hecla left to take up Falklands duty an adventurous training expedition was completed in the mountains, forests and caves on the outskirts of Rio de Janeiro.

● Hecla's big catch — page 35.

High-speed change for Birmingham

Type 52 destroyer HMS Birmingham has just joined Nato warships off former Yugoslavia thanks to an eight-day, around-the-clock operation to replace a gas turbine engine and diesel generator.

The emergency work was conducted by a small naval team supported by civilian shipwrights and welders at Portsmouth Naval Base, and followed the discovery of criminal damage.

Investigations were continuing on board as the ship left UK on February 12.

The speedy work on Birmingham was carried out by the North Corner Fleet Maintenance Group, a division of Portsmouth Fleet Maintenance and Repair Organisation.

Training

After the civilian workers had prepared a removal route for the generator, the 18 senior and junior rates of Centre 451, led by Charge Chief Petty Officer Joe Coull, set to work.

While that was going on it was found that a Tyne gas turbine engine had been affected, too. Another team of naval personnel led by CPO Johnny Giles was quickly assembled to replace that item.

By Day 12 the civilian staff had closed the removal routes allowing Birmingham to sail for pre-deployment training off Portland.

Sea Dart

Her troubles were not entirely over, however, as she developed a defect in her Sea Dart missile system which was quickly rectified at Devonport. On February 13 she successfully conducted a live firing of the system 50 miles off north-west France against a remotely controlled jet target.

● While the ship was in Portsmouth 16 members of 1st Ferndown Guide Company visited her for a tour and lunch.

The company's new assistant guider, Mrs Fiona Dodds, is the wife of Birmingham's principal warfare officer. She and another new entrant to the Movement, Suzannah Groves (10), made their Guide Promise on the f.c'sle.



The ins and outs of HMS Birmingham. Above, her new engine is lowered in, and (below) the alignment of her new diesel generator is checked.

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Cape crowds fete
Navy ships on . . .

VOYAGE OF GOOD HOPE

The Royal Navy's return to South Africa after an absence of two decades has been hailed in that country as the most successful post-war visit to Cape Town by foreign naval ships.

There was a huge welcome for HMS Norfolk and RFA Grey Rover when they made their historic visit to the Republic in February.

Large-scale coverage in national and local media in South Africa applauded the event as symbolic of the major benefits reaped as a

result of the scrapping of apartheid.

"The most welcome return of the Royal Navy to these waters," trumpeted the Cape Times, "underlines . . . the prospect of revived trade and investment as the Commonwealth link is restored and we are again in good standing as members of the United Nations."

And to Norfolk's commanding officer, Capt James Perowne, the visit to restore links with the South African Navy was "rather like meeting up with a close school friend, someone who was your great pal 20 years ago and whom you haven't seen since."

However fine and appropriate the words, the impact of the visit on the ships' companies was made by the deeds of all sections of the Cape of Good Hope community. It was predicted that 20,000 people would visit Norfolk and Grey Rover during the two days the ships were open to the public. In the event an almost unbelievable 55,000 people crowded on to the vessels — almost as many as would visit several warships during Navy Days in UK.

The Capetonians' overwhelming interest in the ships was matched by their hospitality — exemplified by the facilities and welcome laid on by the

South African Navy. They provided all the transport for the Brits, including a liberty bus leaving the jetty every 30 minutes, and seven-hour tours of the natural beauties and wildlife of the Cape peninsula.

In addition, offers of hospitality from members of the community came in plenty. Apart from welcoming visitors the ships were able to return hospitality at a reception hosted by the ships' commanding officers and, for some of the Cape's children, a pirates party in Norfolk for youngsters from the local Red Cross Hospital.

A dinner party was hosted by the British Ambassador to South Africa, Sir Anthony

Reeve, and when Norfolk left for a visit to Simon's Town she was joined by staff from the South African Navy, Consulate staff, and media reporters.

The warmth of Cape Town's welcome was reflected in Simon's Town where the SAN were equally enthusiastic in their reception. When Norfolk left after the five-day tour-de-force, she was joined for the first hour by the Chief of the SAN.

After rendezvousing with Grey Rover, Norfolk sailed on for a visit to the tiny British community on the volcanic island of Tristan da Cunha before taking up duty as Falkland Islands guardship.



View of Table Mountain from the f'c'sle as HMS Norfolk approaches Cape Town.
Picture: Paul Parrack

Old sea dog honoured

This effigy of a four-legged friend was encountered by the commanding officer of HMS Norfolk, Capt James Perowne, when he led members of his ship's company in an official tribute to the legendary Great Dane "Just Nuisance" whose memorial stands in the centre of Simon's Town.

A wreath was laid by MAA John White, watched by a crowd of several thousand South Africans. "Nuisance," who inhabited Simon's Town naval base during the Second World War is renowned for going to the aid of British sailors passing through the base.



Picture: Paul Parrack



Thumbs up for Cape Town from ABs Smudge Smith and John O'Brien with Wrens Amanda Webb and Marie Bacon.

Picture: Cape Times

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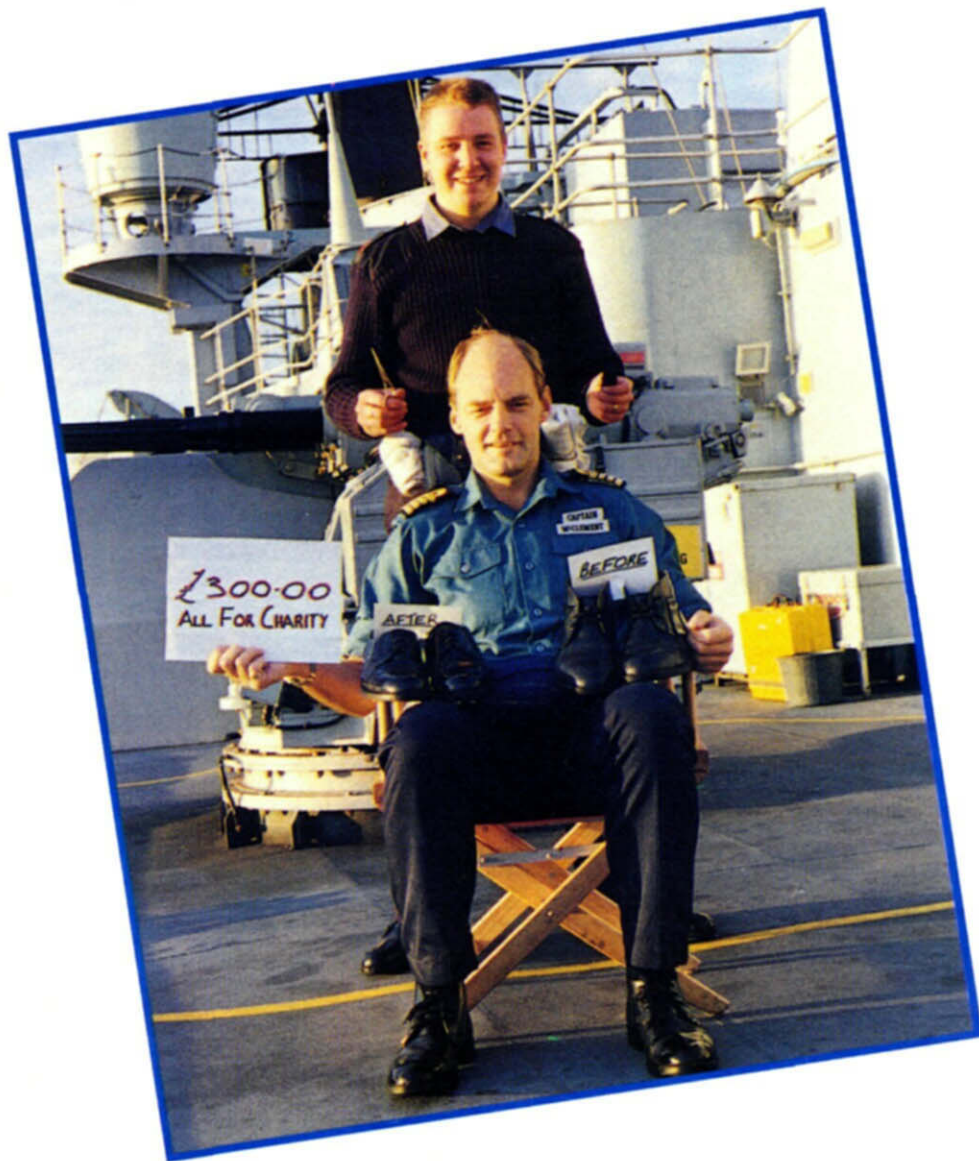
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It's a snip for charity



HMS London is "top of the crops" with a Cornish centre for children with learning difficulties after one of her stewards collected £300 from his shipmates by cutting their hair and shining their boots.

LSTD Leslie Rust, pictured left with his CO, Capt Tim McClement, raised the money for Doubletrees School, at St Blazey, near Par, during the ship's recent deployment to the Adriatic, a task made doubly difficult as London was working in a state of readiness,

close to action stations.

"It was a magnificent effort by Leslie and we are very much indebted to him," said Mr David Leeson, head of Doubletrees. "Before London deployed I said he would be hard-pressed to raise such a sum and I'm glad he proved me wrong!"

Now the centre plans to spend the money on playground equipment to make the lives of the 70 severely disadvantaged children a little more comfortable.

Helping Hands

Surgical spirits high at hospital

Sullivan Ward, at The Royal Manchester Children's Hospital, will never be the same again thanks to the CPOs' Mess in HMS Manchester.

After hearing the ward was desperate for a Parent and Children's room the Chiefs went into action and the hospital witnessed a brilliant transformation. Out went the old and in came the new, namely kitchen units, wallpaper, curtains, carpet, lighting and plumbing. Staff and parents were so overwhelmed by the new look that a personal message of thanks was included in the hospital's newsletter.

Twenty members of the starboard crew of HMS Repulse completed a 300-mile cycle ride from Faslane to the submarine's affiliated town of Rotherham and raised £1,050 for the children's ward at the local hospital.

A right "royal welcome" lay in store for the ship's company of HMV Britannia when they visited the children's ward at Queen Alexandra Hospital, in Portsmouth, to donate cakes and presents — the yacht makes the presentation to the children each Christmas.

The POs' Mess in HMS Edinburgh raised £1,255.64 for the residential and day care unit for mentally handicapped children at Lyncbank Hospital, in Dunfermline. Fund-raising events took place during their Adriatic deployment and included horse racing and sponsorship of Mess members in the Vesuvius Road Race while in Naples.

Thanks to the RN School of Seamanship, HMS Raleigh, the recently refurbished school bell belonging to Swanmore Primary



There will be brighter days ahead in the day room at the John Pound Ward, at Queen Alexandra's Hospital, Portsmouth, thanks to X10 Officer of the Watch course based at HMS Dryad.

As part of the course's charitable undertaking, the members of X10 decided to paint the old people's ward and are pictured above with hospital staff and one of the patients.

School, in Hampshire, now sports a brand new rope. The rope, produced in the colours of the school, was made using traditional skills by CPOs Neil Elvery and Cecil Beaton. The bell's clapper was also repaired by the Fleet Maintenance Staff at HM naval base Portland.

After hearing the Plymouth Sound appeal for Operation Santa CPO Joe Utting, of HMS Drake barrack guard, and his colleagues PO Jess Yates and WE Nick Exley, "hove to" and took up a collection from the ships' companies of Cornwall and Beaver who were hosting Families' Day at the time. Thank to the generosity of the two ships the Drake team were able to go on air live to present

Plymouth Sound DJ Peter Greig with a cheque for £135.78.

Dave Jones, a former Radio Operator who served in the Navy between 1962-74, is appealing for funds to take an ambulance, donated by the Isle of Wight NHS Healthcare Trust, to a hospital in Vinkovci in Croatia. The "999 Convoy" will leave on April 8 and hopes to deliver food, toiletries, clothing, blankets and medical aid. Anyone wishing to help should contact Dave Jones on 0983 721217.

Stepping out for Starlight

Work off a few calories, tone up your muscles and help raise money for charity by taking part in a series of Step Aerobics events in HMS Temeraire from March 7-13.

The week-long work out aims to raise money for the Starlight charity which makes wishes come true for children who are critically, chronically or terminally ill.

Last year Temeraire "Step-pers" raised over £1,200 for Breakthrough Breast Cancer Research and now it is hoped that "Stepping for Starlight" will beat that figure quite substantially.

Anyone who wishes to take part or make a donation should contact event organiser CPOPT Vic Jones at HMS Temeraire, ext. 23974.

Fearless Royals help the homeless

For the past few years two Royal Marines from HMS Fearless Assault Squadron have been lending a helping hand to Portsmouth's homeless.

Cpls Brian Ebdon and Mark Cole have been involved with the Isaiah 58 Project, for homeless people, based at the Elim Pentecostal Church. Whenever the ship's programme allows they assist with the night shift at the shelter run by the project and during a recent visit Cpl Cole presented £50 raised at the ship's carol service as well as a cake baked on board to commemorate Fearless's birthday.

Other members of the ship's company have also been busy supporting their affiliated hospital ward, Southampton General neurological unit. £175 was donated by the Portsmouth-based ship, an amount which was converted into £300 worth of equipment from the Nursling branch of the depot.

Working in groups of four or five, the sailors and Royal Marines completely stripped and redecorated the staff room and the four-bed children's ward. POCK Gladstone also delivered a Christmas cake to staff and patients.

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Vikings carry torch for Shetland

After experiencing some of the worst weather of the Scottish winter on fisheries patrol, HMS Shetland arrived in her adopted town of Lerwick to take part in the annual Up Helly A' Viking festival and torchlight procession.

Pictured at the civic reception with the 1994 chief Viking, or Guizer Jarl, and a member of his squad are, from left Lt Tony Allen, Lt Cdr Mark Garratt, Shetland's CO, AB(M) Mark McGinn and RPO Phil Hair.

Accompanied by three soldiers from her affiliated regiment, 1st Battalion Gordon Highlanders, Shetland enjoyed four days in the island's capital reaffirming her links with the Shetlands and savouring the ancient island celebration.

CAREER BREAK

When LACMN Tim Olivey joined the RN Careers Office in Norwich he little expected his medical skills to be called into action. More used to administering aid to people hurt at sea or lost in the mountains of Scotland where he is normally based, Tim was first on the scene when an elderly man was injured outside the careers office.

"The man went over the bonnet, smashing the windscreen and was then thrown forward so that he somersaulted through the air," he said.

"I just checked on his injuries, which were not life-threatening, and reassured him until the ambulance arrived."

Tim added, "It was the last thing I thought I would end up doing at the careers office. I was expecting my time in Norwich would be a bit of a rest."



First for Type 23s

HMS Marlborough has picked up the Ultra Electronics Towed Array Trophy for passive ASW achievements in 1993, the first time the award has been made to a Type 23 frigate.

She was awarded the prize for her participation in two JMCs, Exercises Solid Stance and Linked Seas, Towed Array trials, COVEX, ACT and Duty Towed Array Patrol Ship.

The trophy was presented by the managing director of Ultra Electronics, Mr Ray Coles, during the ship's visit to Portsmouth.

Frigate returns from the Gulf

A piper from the Kings Own Scottish Borderers added colour to HMS Campbelltown's return from Armilla patrol when she arrived home in Devonport last month. Her Gulf duties included UN sanctions enforcement against Iraq and one of her first operations was a joint boarding with USS Elliott of the first inbound trader for Iraq since the Gulf War.

Fund-raising for charity featured throughout the deployment with more than £2,000 being raised through flight deck horse racing, happy hours, sponsored rowing and a raffle to be "Captain," won by Wren AB Tracey Clarke.

On a more practical level Campbelltown's Young Officers painted a classroom in a Mombasa school for children with learning difficulties and the ship's divers and helicopter carried out a marine survey of delicate reefs for the Kenyan Wildlife Trust. Further work for the environment was completed by CCMEA Perry Norgate who led 10 personnel on a seven-day working safari in Kenya's Tsavo West game reserve.

Atherstone's hunt for Harrier

It was back to business for HMS Atherstone when, shortly after rededicating in Portsmouth, she was deployed at short notice to locate a crashed Sea Harrier FRS 2 near Lundy Island in the Bristol Channel.

Using her minehunting sonar, she managed to locate the main part of the wreckage but her divers were unable to start recovery because of mountainous seas and gale force winds.

RMS Salmaid arrived from Plymouth two days later to start the salvage in earnest but

again was held off because of the severe weather. Both ships took shelter in Pembroke Dock for 36 hours where they were made very welcome by the local RNA branch.

When the weather finally moderated they sailed for Lundy again. Atherstone relocated the wreckage and conned Salmaid on top of the aircraft.

Her task finished, she then departed for exercises in the approaches to the Clyde.

Avenger's big cats finally licked

HMS Avenger has celebrated the end of over 25 years' service of the Seacat system by firing off her last remaining operational missiles.

Seacat controllers and maintainers — now technically redundant — were presented with a bottle of champagne by Avenger's CO, Cdr David Durston, for their professional perseverance and dedication to a fondly-remembered, but temperamental, missile system!

The smell of cordite will remain on board, however, as more than 400 4.5 inch shells will be fired during the ship's eventful operational programme in the coming weeks.

Along with her sister ship HMS Active, Avenger is the last Type 21 frigate to be handed over to the Pakistan Navy in late summer.

Hurworth at home

Despite having to battle through some of the worst weather the North Sea can provide HMS Hurworth managed to keep a date with her home town in County Durham.

As the Hunt class mine countermeasures vessel tied up alongside in Hartlepool members of the ship's company travelled inland to Hurworth where local people, including the landlord of the Bay Horse pub, proved most accommodating.

The first visit on arrival was to the local primary school to present the Hurworth Cup for the best artwork of the season.

A team from the ship also visited Hurworth Comprehensive to give a short presentation after which representatives from local organisations were hosted by the ship for lunch and an official reception.

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People in the News



RELATIVELY SPEAKING

CPOWEA Shane Doody (26), admin chief of HMS Collingwood's Technical School, has been helping to process paperwork generated by brother Brian (28), a POWEM on course there.

Brian joined the Navy two years before Shane. He is on the artificer candidates course at HMS Collingwood, on completion of which he, too, will be a tiffy. As administration chief, Shane (pictured at his desk) has regular contact with his brother.

Meanwhile, Capt Peter Dunt welcomed an important guest to HMS Raleigh — his elder brother, Rear Admiral John Dunt. The Admiral cast a beady eye over his brother's

establishment as he and his wife Alynne toured the facilities. They were accompanied by "the other Mrs Dunt", the Captain's wife Lesley.

In the afternoon the Admiral took the salute at the passing out parade and gave the prizegiving address to the artificer apprentices who had just completed 14 weeks' training.

Admiral Dunt is Director General Fleet Support Operations and Plans.



CAPTAIN DRAGOONED



A life on the mountain trail in a Scimitar makes a change from the ocean wave in HMS Invincible for Capt Richard Hastilow (right) during a briefing visit to the Light Dragoons at Tomislavgrad in Bosnia.

He is pictured being helped by Cpl John Henry and Maj Patrick Darling into a flash mask!

There is a regular exchange of Royal Navy and Army personnel in the region to give each a flavour of the other's life — one lucky group of soldiers went with HMS Sheffield to Venice where they had a good run ashore.

Picture: Mike Weston, Soldier Magazine



Female aircrew 'go front line'

LWACMN Bridget Turner and LWACMN Bernadette Pope were recently awarded their Aircrewman's wings when they completed their flying training with 810 NAS at RN air station Culdrose — the first two female aircrew to complete their training and thus qualify to "go front line" with an ASW Sea King Squadron.

Their training — the same as for their male counterparts — lasted over a year. It includes basic and operational flying training, survival and sonar operation and four weeks was spent on board an RFA.

Bridget (right in picture) and Bernadette have now joined 814 NAS, currently embarked in HMS Invincible, and after 18 months as probationers will be awarded their Certificate of Competence.

GOING, GOING, GONE!

When teenager Charles Caldecott joined the Royal Navy back on January 1, 1944, as an engineering cadet, he could have had little idea his service was to stretch on over the next half century. Cdr Charles Caldecott RN (retd) finally left MOD employment at the close of 1993.



Charles served in the Fleet Air Arm throughout his naval career.

In the eight years up to his retirement from the RN in 1981 he was involved in work study, as Support Project Officer on the Phantom Project.

Charles then joined the Royal Naval Hospital Haslar as the Redevelopment Officer — his title subsequently changing to Development Officer and then Property Manager.

When he retired in 1991 he was asked if he would step into the post of Property Manager at HMS Mercury, to see the establishment through to its winding up. At his third retirement party, just before Christmas, Charles finally managed to get away...

SPECIAL FAMILY WEEKEND

Mullion Holiday Park in Cornwall is offering its second Service Family Week from April 9-16 (see advertisement below). "This has grown from the interest shown in specialist weeks by The Burma Star Association and the Royal British Legion, whom we have accommodated here for several years," Mullion spokesman Richard Stones told Navy News.

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TALENT ON AIR

There was no shortage of volunteers when Radio Cornwall broadcast its live "Workers Playtime" spot from RN air station Culdrose.

Host Sue Martin was able to feature Lt Tom Suddes, Training Officer at the School of Aircraft Handling, with his Punch and Judy act and jazz saxophonist Lt Bruce Hutchinson (849 NAS).

Also on the bill were father and daughter clarinetists Pip and Tamsin Burnett. Ex-CPO Pip Burnett is the base verger. Pictured (l-r) are Tom, Bruce, Sue, Tamsin and Pip.

Three of the best

What better spur to a submarine officer's career than winning the prestigious Howard-Johnson Sword — presented to the year's top student on the Submarine Advanced Warfare Courses.

Three six-month courses are held each year to train submar-



iner lieutenants to pilot, fight and maintain the overall safety of a nuclear submarine on behalf of the captain. Best student of the '92 courses was Lt Ian McGhie.

A radical career change saw Ian joining the Royal Navy in 1985. Previously he had worked as a riding instructor for an international showjumping yard.

At Britannia Royal Navy College he won an award as best academic student of his intake. He served in several ships before deciding to become a submariner and after submarine training at Dolphin and Greenwich, served in HM submarines Courageous, Oracle and Sceptre.

After working as Navigation Training Officer at the RN Submarine School, Ian was appointed to HMS Triumph as the Tactical Systems Officer.

The Howard-Johnson Sword, complete with paraphernalia, is donated annually in accordance with a trust set up by Admiral Howard-Johnson in memory of his son Richard and the crew of HMS Affray, a diesel submarine which sank in the English Channel in 1951. All 75 on board perished.

Prime Warden of the Worshipful Company of Shipwrights, Sir Brian Shaw, made the first presentation of the Company's Fieldhouse Memorial Medal, which is to be awarded annually to the Marine Engineer Officer passing out top of the nuclear reactor course at the Royal Naval College, Greenwich.

The Company instituted the medal in memory of Admiral of the Fleet Lord Fieldhouse, who was Assistant to the Company's Court. First recipient was Lt Mark Lunn.

Admiral Fieldhouse, though not himself an engineer, underwent the then Long Nuclear Course at Greenwich in the early 1960s before taking command of HMS Dreadnought, the Royal Navy's first nuclear-powered submarine.

Among a party from the Wartime Ark Royals Association to visit the present ship of the name was the Association's oldest member, ex-Chief Stoker Jim Scullion, a sprightly 93 year old, who has been drawing his Naval pension for over half a century.

Jim joined the Royal Navy as a Stoker II in 1918 for Hostilities Only and the Germans signed the Armistice two weeks later!

He served in various ships, joining the Ark Royal soon after she was launched. He commenced to draw his pension while serving in the Ark in 1940, but was not demobilised until December 1945.



People in the News



TOP DROGS

LS(SR) Mark Cooper and AB(SR) Paul Wilson have been rewarded for their hard work and professionalism on the Petty Officers and Leading Hands qualifying courses at the Royal Navy's Hydrographic School.

Paul (left) received the Nesbitt Shield as the year's best leading hand student and Mark the Nesbitt Bowl as pick of the POs' course.

Presented in memory of the late Cdr R. A. G. Nesbitt, the awards were presented by Rear Admiral John Myres.

Picture: LA(Phot) Goodban



VIDEO TAKES FLIGHT BUT BALLOON STAYS PUT

These high fliers on the Joint Service Video Production course were not downhearted when their balloon failed to go up.

The team, including LA-(PHOT) Steve Saywell of HMS Ark Royal, were buoyed up after winning the prestigious Royal Television Society award for the best student production on the course.

Their winning subject at the Joint School of Photography, RAF Cosford, was the Virgin

Airship and Balloon Company, so Virgin sent along one of their jumbo balloons for the celebratory photocall. But bad weather prevented take off.

Other members of the team were SAC Martin Chadwick (left), Cpl John Green and Cpl Diane Hughes, all of the RAF.

Picture: CPO(PHOT) Alan Ferguson.



NAVY'S DAVIES

HMS Glasgow's exclusive Davies Club has finally been foiled by the Appointers...

The society was formed by the Executive Officer, Lt Cdr Robin Davies, but disbanded on news of the loss of Supply Officer Lt Cdr John Davies and PWO(U) Lt Cdr Chris Davies.

However, a reformation may be on the cards. During her Christmas stay in Penang, the Glasgow was joined by another Davies for the commencement of Young Officer Training. The ship has now sailed for the Gulf as part of the Armilla operation.

Playing a lament for the demise of the Davies Club is S/Lt Craig Wood, with (l-r) Lt Cdr Robin, John and Chris Davies, CMEM(M) Davies, WRO1 Davies, CK Davies, WEM(O)1 Davies and WSA Davies.

Something in the City



Cdr David Raines has been awarded the Freedom of the City of London. As the Naval Liaison Officer in the capital, he works closely with many authorities in the City, particularly for the wide variety of prestigious warship visits by both the Royal Navy and foreign navies.

Even though his title will change to Deputy Naval Regional Officer — DNRO (London) — from April 1 when his small team is integrated with that of the Naval Regional Officer Eastern England (NRO(EE)), his task in London will remain the same.

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On course with new cash grants

New grants to help Service leavers pay for external resettlement training have been introduced by the Ministry of Defence.

The Individual Resettlement Training Costs (IRTC) grants of up to £534 apply to MOD sponsored courses or training under civilian attachment arrangements. To be eligible recipients must take the course or courses during all or part of their 20 days' resettlement training.

Where a leaver opts for a combination of free internal

training and chargeable extra training, the maximum IRTC grant available is reduced by £26.70 for each day of internal training attended.

The Individual Refund Scheme (IRS) can no longer be used by Service leavers to help pay for their external resettlement courses, but remains available for non-resettlement, educational purposes.

In another modification to the resettlement system,

courses are being offered at £75-a-week discounted prices if late vacancies occur.

Those eligible to take up the offer must either have used their 20-day resettlement training period and can obtain leave from their units, or must be Service leavers who are not normally entitled to resettlement training, such as those who have served for less than five years, and can obtain leave.

The offer is also open to MOD civilian staff who have been made redundant.



Job search for LMEM Robert Miller at Portsmouth Resettlement Office, HMS Nelson. Robert is preparing for release in the summer.

LEARNING AT A DISTANCE

Distance learning is one way to learn technical authorship. Textbooks can be useful but a good tutor will help the student in many ways.

The system works this way: a college provides a set of textbooks and teaching notes, then the student sends in tests which show how well he or she understood the work. The tutor's comments are the real method of teaching and they are individual.

A course which has a lot of tests also has a lot of opportunities for the tutor to correct

mistakes or suggest improvements. You should ensure that the tutor has already passed the exams, so that he or she knows what you are doing.

Colleges vary from one-man outfits to those which are huge. They all supply a brochure which gives you information and tells you what qualifications you will achieve and when. You will be told the prices to pay and the methods of paying them, either in cash or on monthly terms.

You should not choose the lowest price without trying to evaluate the college or the course.

Travel

Accommodation and travel must be funded by individuals concerned. Late vacancies will become known only two or three weeks before the course is due to start, and acceptance of applicants at the discount price will depend on receipt of payment.

Registration must be made on MOD form 363 available from Resettlement Offices, and the word "Repayment" must be written clearly at the top of the form. Dates of courses and other information is available from unit resettlement officers or from Service Resettlement Bulletins.

● Last year 4,688 Service leavers attended resettlement courses which number more than 57 varieties.

Naafi launch mortgage scheme

As press reports highlight apparent difficulties faced by Service leavers in obtaining mortgages, Naafi have announced a new scheme to ease home buying, selling and letting by Service people.

Naafi has teamed up with the Halifax Building Society to launch the Home Purchase Scheme which offers a range of services designed for members of the Armed Forces.

These include a range of mortgages and discounts to first-time buyers; access to property details held in more than 500 Halifax Property Service offices throughout

the UK; a 15 per cent. discount on normal estate agents' fees, various types of survey and advice on which is most suitable.

Insurance

Other benefits are: discounts with solicitors; ten per cent. off moving costs with Pickfords; no ban on letting property bought under the scheme; and an insurance policy which will cover legal expenses which may be incurred as a landlord.

Further information can be found in a leaflet available from Naafi shops and financial centres.

Latest of Naafi's financial

centres has opened in HMS Nelson, Portsmouth where independent, professional advisers can help with any financial matters. Because they are not tied to any insurance companies they are well able to provide impartial advice.

Of the other financial centres one is in MOD Main Building and two are in RN air station Culdrose and HMS Drake, Plymouth.

Further information on Naafi financial services can be gained from your local centre; via Naafi Financial Services Helpline; or by writing to Naafi Financial Services, College House, Upper College Street, Nottingham NG1 5EU.

YOU'VE DEFENDED YOUR COUNTRY. COULD YOU SERVE YOUR COMMUNITY?

There are many similarities between the Police Service and the Armed Forces. Both are based on discipline and teamwork – like the Forces, the Police Service demands coolness and calmness under pressure. Both require the ability to get along with people – the public and your colleagues – and earn their respect. Also you'll be used to working in uniform, and upholding the traditions and values it represents.

In short, you may already have much of what it takes to carry out the duties of a Police Officer.

We're looking for mature, responsible and

reliable men and women, but we're also looking for something extra. Outgoing and personable, you'll want to play an active part in community life. Even more than in the Armed Forces, you'll find yourself constantly in the public eye. You'll be used to facing some tricky situations, but now tact and courtesy will prove to be your most effective weapons.

Like all Police Officers, you'll be joining as a Police Constable. There's no comparison with the ranks you're used to – this is a historic title for an independent officer of the law.

In the Police Service, everyone has the same

opportunities for promotion to the highest ranks. But first, like all applicants, no matter what your educational qualifications, you'll need to pass the police entrance test and a short assessment course.

If you're over 22, you start earning over £16,000 a year. But remember, with the Police you'll also be earning a different kind of respect. Do you feel the experience you've gained in defending your country has equipped you for this unique role in serving your community? If so, for further information ask your Resettlement Centre or send in the coupon.

Write to: Police Careers, Room 516, The Home Office, Queen Anne's Gate, London SW1H 9AT.

NAME & RANK: _____ DATE OF BIRTH: _____

ADDRESS & POSTCODE: _____



Ethnic survey is for our eyes only

Ethnic origins of all serving members of the RN and RM are being determined through a survey by the Defence Analytical Services Agency.

Questionnaires have been sent out which it is hoped will provide statistics for the Navy to ensure that its policy of equal opportunities for all racial groups is working in practice.

Ethnic origin information will be treated as confidential and will not be entered on personal files. To ensure confidentiality a code of practice has been drawn up which restricts access to this to staff involved in the survey and the production of statistical analyses.

Questionnaires sent to Naval personnel will be accompanied by a letter from the Second Sea Lord, Admiral Sir Michael Layard, and a leaflet answering the questions most frequently asked by ethnic monitoring.

A high response rate is needed to provide useful statistics — as is fast return, in the envelope provided. — DCI JS 100/93

Book early for Amport

Early booking is essential for the wide variety of courses at Amport House — where they deal with welfare skills includ-

ing bereavement, alcohol management and personal awareness.

First of this year's programme begins on 11 April. Provisional booking may be made by telephoning 0264 773144. Joining instructions will be sent three weeks prior to the course start.

— DCI RN 4/94

Floating voters

Problems with the registration of RN personnel and their spouses as Service voters are outlined — together with responsibilities of commanding officers and the necessary unit actions.

Common faults show why registrations need to be updated:

- Voter has moved, but is still registered with the old constituency.
- Postal voter has not informed ERO of new postal address.
- Voter has appointed a proxy but the proxy has now changed address or no longer

wishes to act as proxy.

● Voter is overseas (and can only vote by proxy) but has not appointed a proxy.

— DCI RN 1/94

How much this Lott

The following awards to Naval personnel for inventions and suggestions were made in 1992 and 1993 by the Herbert Lott Naval Inventions Trust Fund Committee.

Petty Officer K A Hawkins (End cutter to sweep wire using a swaging machine) £185; CPO(UW)(SM) D Wyatt (Submarine towed array deployment trough) £340; CPOAEA P R Matthews (Modifications to HMS Endurance Lynx Flight for Antarctic Operations) £220; LAEM(WL) P Brolly/POAEM(WL) A R Hutchinson (Sea Harrier Mainplane Test Leads) £230, £275; Lt P S Thomas/CPOMEA G D A Duff/CPOMEA K A Barrett/CPOMEA C Parton (Torque tensioning of starboard main



"It's about time they caught up with you, Taff!"

gearwheel rimbolt on HMS Sirius) £280 each; Cdr N D B Williams (Gangway security system) £240; CCWEA(ADC) S Lawson/CCWEA(WDO) G P Haimes (Instructional video 'Basic Synchros') £80, £20; CPOAEA(M) R E Crawford (Heavy machine gun power supply mounting bracket) £165; Mr C G Spall (formerly CPOWEA(SM)) (Flood probe guard for radar mast type AZL) £333; CPOMEA(L) A J Dixon (Type 23 electrical damage control documentation) £186.

— DCI RN 3/94

RATES IN BRIEF

● Continued from last month

Marine Engineering Sub-branch

Warrant Officer WO(MEA)
Charge Chief Marine Engineering
Artificer CCMEA
Chief Petty Officer Marine Engineering
Artificer CPOMEA
Petty Officer Marine Engineering
Artificer POMEA
Acting Petty Officer Marine
Engineering Artificer APOMEA
Probationary Acting Petty Officer
Marine PAPOMEA
Engineering Artificer + Leading Marine
Engineering Artificer LMEA
Probationary Leading Marine
Engineering Artificer PLMEA
Marine Engineering Artificer Apprentice
MEA APP
NOTE: 1 (Propulsion(P), Mechanical(ML), (Hull(H)), and Electrical(EL)) all conform to the above pattern with the appropriate suffix.

2. For female ratings the rate titles are varied to include 'W' before Marine Engineering Artificer, eg LWMEA. Warrant Officer WO(MEM)
Chief Petty Officer Marine Engineering
Mechanic(M) CPOMEM(M)
Petty Officer Marine Engineering
Mechanic(M) POMEM(M)
Leading Marine Engineering
Mechanic(M) LMEM(M)
Marine Engineering Mechanic(M) 1st
Class MEM(M)1
Marine Engineering Mechanic(M) 2nd
Class MEM(M)2
Marine Engineering Mechanic 2nd
Class MEM2
Junior Marine Engineering
Mechanic(M) 1st Class JMEM(M)1
Junior Marine Engineering Mechanic
1st Class JMEM1
Junior Marine Engineering Mechanic
2nd Class JMEM2
NOTE: 1. MEMs(L) conform to the
pattern for MEMs(M) with the suffix(L)
substituted for (M)
2. For female ratings the rate titles are
varied to include 'W' before Marine
Engineering Mechanic, eg WMEM(M)1.

Weapon Engineering Sub-branch

Warrant Officer WO(WEA)
Charge Chief Weapon Engineering
Artificer CCWEA
Chief Petty Officer Weapon
Engineering Artificer CPOWEA
Petty Officer Weapon Engineering
Artificer POWEA
Acting Petty Officer Weapon
Engineering Artificer APOWEA
Probationary Acting Petty Officer
Weapon Engineering Artificer + PAPOWEA
Leading Weapon Engineering Artificer
LWEA
Probationary Leading Weapon
Engineering Artificer PLWEA
Weapon Engineering Artificer
Apprentice WEA APP
NOTE: 1. For female ratings the rate
titles are varied to include 'W' before
Weapon Engineering Artificer, eg
LWWEA

Weapon Engineering Sub-branch

Warrant Officer WO(WEM)(O)OR
Chief Petty Officer Weapon
Engineering Mechanic(O) CPOWEM(O)
Petty Officer Weapon Engineering
Mechanic(O) POWEM(O)
Leading Weapon Engineering
Mechanic(O) LWEM(O)

Weapon Engineering Mechanic(O) 1st
Class WEM(O)1
Weapon Engineering Mechanic(O) 2nd
Class WEM(O)2
Weapon Engineering Mechanic 2nd
Class WEM2
Junior Weapon Engineering
Mechanic(O) 1st Class
JWEM(O)1
Junior Weapon Engineering Mechanic
1st Class JWEM1
Junior Weapon Engineering Mechanic
2nd Class JWEM2
NOTE: 1. WEMs(R) conform to the
pattern for WEMs(O) with the suffix (R)
substituted for (O)
2. For female ratings the rate titles are
varied to include 'W' before Weapon
Engineering Mechanic, eg WWEM2.

Medical Branch

Warrant Officer Medical Technician
WO(MT)
Charge Chief Medical Technician
CCMT
Chief Petty Officer Medical Technician
CPOMT
Petty Officer Medical Technician POMT
Acting Petty Officer Medical
Technician APOMT
Leading Medical Technician LMT
Acting Leading Medical Technician
ALMT
Medical Technician MT
Probationary Medical Technician PMT
Warrant Officer Medical Assistant
WO(MA)
Chief Petty Officer Medical Assistant
CPOMA
Petty Officer Medical Assistant POMA
Leading Medical Assistant LMA
Medical Assistant MA
Probationary Medical Assistant PMA
Junior Probationary Medical Assistant
1st Class JPM1
Junior Probationary Medical Assistant
2nd Class JPM2
Warrant Officer Medical Technician
WO(WMT)
Charge Chief Wren Medical Technician
CCWMT
Chief Petty Officer Wren Medical
Technician CPOWMT
Petty Officer Wren Medical Technician
POWMT
Leading Wren Medical Technician
LWMT
Wren Medical Technician WMT
Probationary Wren Medical Technician
PWMT
Warrant Officer Dental Hygienist
WO(WDH)
Chief Petty Officer Wren Dental
Hygienist CPOWDH
Petty Officer Wren Dental Hygienist
POWDH
Leading Wren Dental Hygienist LWWDH
Wren Dental Hygienist WDH
Warrant Officer Dental Surgery
Assistant WOW(DSA)
Chief Petty Officer Wren Dental
Surgery Assistant CPOWDSA
Petty Officer Wren Dental Surgery
Assistant POWDSA
Leading Wren Dental Surgery
Assistant LWDSA
Wren Dental Surgery Assistant WDSA
Probationary Junior Wren Dental
Surgery Assistant 1st Class PJWDSA1
Probationary Junior Wren Dental
Surgery Assistant 2nd Class PJWDSA2

Supply and Secretariat Branch
Warrant Officer Caterer WO(CA)
Chief Petty Officer Caterer CPWC
Petty Officer Caterer PWC
Acting Petty Officer Caterer APWC
Probationary Acting Petty Officer
Caterer PAPWC
Leading Petty Officer Caterer LWC
Petty Officer Stores Accountant LSA
Stores Accountant 1st Class SA1
Stores Accountant 2nd Class SA2
Junior Stores Accountant 1st Class
JSA1
Junior Stores Accountant 2nd Class
JSA2
Warrant Officer WO(WTR)
Chief Petty Officer Wren CPOWTR
Petty Officer Wren POWTR
Leading Wren LWTR
Writer 1st Class WTR1
Writer 2nd Class WTR2
Junior Writer 1st Class JWTR1
Junior Writer 2nd Class JWTR2
Warrant Officer WOW(CA)
Chief Petty Officer Wren Caterer
CPOWCA
Petty Officer Wren Caterer POWCA
Warrant Officer WOW(CA)
Chief Petty Officer Wren Caterer
CPOWCA
Petty Officer Wren Caterer POWCA
Warrant Officer WOW(CA)
Chief Petty Officer Wren Cook
CPOWCK
Petty Officer Wren Cook POWCK
Leading Wren Cook LWCK
Wren Cook 1st Class WCK1
Wren Cook 2nd Class WCK2
Junior Wren Cook 1st Class JWCK1
Junior Wren Cook 2nd Class JWCK2
Warrant Officer WOW(STD)
Chief Petty Officer Wren Steward
CPOWSTD
Petty Officer Wren Steward POWSTD
Leading Wren Steward LWSTD
Wren Steward 1st Class WSTD1
Wren Steward 2nd Class WSTD2
Junior Wren Steward 1st Class
JWSTD1
Junior Wren Steward 2nd Class
JWSTD2
Warrant Officer WOW(SA)
Chief Petty Officer Wren Stores
Accountant CPOWSA
Petty Officer Wren Stores Accountant
POWSA
Leading Wren Stores Accountant
LWSA
Wren Stores Accountant 1st Class
WSA1
Wren Stores Accountant 2nd Class
WSA2
Junior Wren Stores Accountant 1st
Class JWSA1
Junior Wren Stores Accountant 2nd
Class JWSA2
Warrant Officer WOW(WTR)
Chief Petty Officer Wren Writer
CPOWWTR
Petty Officer Wren Writer POWWTR
Leading Wren Writer LWWTR

Wren Writer 1st Class WWTR1
Wren Writer 2nd Class WWTR2
Junior Wren Writer 1st Class JWWTR1
Junior Wren Writer 2nd Class JWWTR2
NOTE: 1. General(G) Wren Writers
conform to the above pattern with the
insertion of (G) after W where
appropriate, eg LWWTR(G)

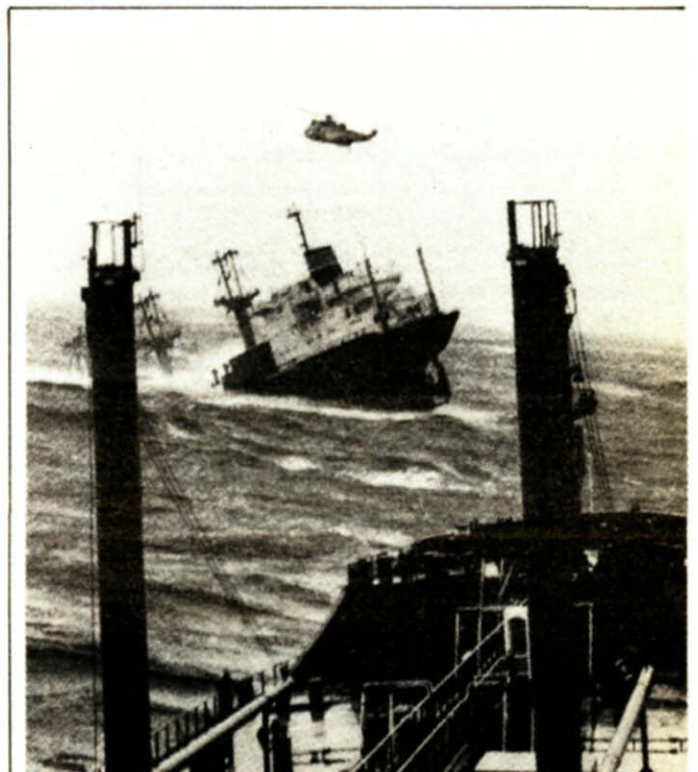
Fleet Air Arm (Non-Air Engineering)

Warrant Officer WO(AH)
Chief Petty Officer Airman(AH)
CPOA(AH)
Petty Officer Airman(AH) POA(AH)
Leading Airman(AH) LA(AH)
Naval Airman(AH) 1st Class NA(AH)1
Naval Airman(AH) 2nd Class NA(AH)2
Junior Naval Airman(AH) 1st Class
JNA(AH)1
Junior Naval Airman(AH) 2nd Class
JNA(AH)2
Warrant Officer WO(METOC)
Chief Petty Officer Airman
CPOA(METOC)
Petty Officer Airman(METOC)
POA(METOC)
Leading Airman(METOC) LA(METOC)
Naval Airman(METOC) 1st Class
NA(METOC)1
Naval Airman(METOC) 2nd Class
NA(METOC)2
Junior Naval Airman(METOC) 1st Class
JNA(METOC)1
Junior Naval Airman(METOC) 2nd
Class JNA(METOC)2
Warrant Officer WO(PHOT)
Chief Petty Officer Airman(PHOT)
CPOA(PHOT)
Petty Officer Airman(PHOT)
POA(PHOT)
Leading Airman(PHOT) LA(PHOT)
Warrant Officer WO(SE)
Chief Petty Officer Airman(SE)
CPOA(SE)
Petty Officer Airman(SE) POA(SE)
Leading Airman(SE) LA(SE)
Naval Airman(SE) 1st Class NA(SE)1
Naval Airman(SE) 2nd Class NA(SE)2
Junior Naval Airman(SE) 1st Class
JNA(SE)1
Junior Naval Airman(SE) 2nd Class
JNA(SE)2
Warrant Officer WO(ACMN)
Chief Petty Officer Aircrewman
CPOACMN
Petty Officer Aircrewman POACMN
Leading Aircrewman LACMN
Warrant Officer WO(AC)
Chief Petty Officer Aircraft Controller
CPOAC
Petty Officer Aircraft Controller POAC
Leading Aircraft Controller LAC

DCI RN 273/93.

● Continued next month

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.



For those in peril..

Disaster at sea can strike at any time. But life ashore has its disasters too — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. Every year, some 80 or more maritime charities receive over £2m in help from KGFS.

Sadly, the need continues to grow and we need your help to continue caring for the sea's victims in the years ahead. Please support us with your donation now, and please remember KGFS in your Will.



KING GEORGE'S FUND FOR SAILORS

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'Suddenly they're millionaires and might even lash us up to an Easter egg apiece?'

NEWSVIEW

Old ties, new prejudices

The phrase 'political correctness' is one of the most chilling in the current lexicon of media buzz words, with the suggestion that more and more controls are being imposed on our everyday patterns of speech and presentation.

While on the one hand we are happily renewing old ties of friendship with countries with whom relations have long been distant, if not downright chilly — such as South Africa and Russia, whose naval communities have lately given a warm welcome to RN units deployed overseas, as recorded in this edition — we seem increasingly wary of our own shadows.

Society's changing attitude to women, for example, has produced some hysterical reactions — notably, but far from exclusively, in the United States.

As recently as 1989 the Navy was confidently predicting that 'as long as there is a Royal Navy there is likely to be a Women's Royal Naval Service.'

This was very quickly proven not to be the case. We are now finding ourselves on a roller coaster of change that is producing a confusion of attitudes that needs to be leavened with a strong dose of common sense — which was, in the case of the WRNS, exemplified in the personality of its last Director, who exhibited none of the stridency of so-called 'feminist' campaigners whose outpourings tend to alienate conservative (and liberal) elements on both sides of the sexual divide.

This divide, human nature being what it is, is what makes the world go round. It has always worked remarkably harmoniously within the Senior Service — as many recent wartime memoirs of WRNS personnel have testified.

A casual trawl through the files of Navy News produces evidence that, over the past ten or 15 years, an awareness of the enhanced role of women has led, almost by a process of osmosis, to a shift in tone and treatment.

Yet in the same period sexual imagery in both reporting and advertising in the national media has become vastly more explicit. Curiously, adoptions of Miss HMS Whatever seem to have become less popular, reflecting the decline in interest in 'Miss World' and other beauty queen contests which are now seen to be somewhat anachronistic.

No wonder, then, that attitudes are confused. For the record, we carried just two 'pin-ups' in the whole of last year — as against 22 in 1983!

It may be an outdated and 'politically incorrect' opinion — but this trend is, just a bit, regrettable. Forces sweethearts have an honoured place in the history of Service culture — Vera Lynn was created a Dame, and Marlene Dietrich was showered with decorations by the governments whose troops she inspired.

Over the past couple of years Navy News has been treated to a long line of female 'first' — presented, very often, by well-intentioned male ship's PROs — which are seen to be something of an embarrassment by women who now rightly feel themselves to be equal partners.

Like any other sort of news, this loses its power to excite after too much repetition.

Pay rises are 'fair, in the circumstances of the country'

Pay rises of between 3 and 4.4 per cent. for Naval personnel up to the rank of senior Captain were agreed by the Government last month.

They are above the current rate of inflation — and the Armed Forces Pay Review Body's recommendation, says the First Sea Lord, "given the circumstances overall in the country, is seen as fair." (see page 7). It is in any case higher than those of other review bodies.

The award is being staged, however, by paying a flat rate increase of 2.7 per cent. from April 1 and the balance from January 1, 1995.

Main changes introduced by this year's AFPRB which affect the RN are:

- Length of service increments to be increased broadly in line with military salary.
- Reserve bands of flying pay will be introduced for aircrew personnel after serving in non-flying related posts for a period of six consecutive years. These will come in from 1 April 1995, set on existing tapering arrangements rather than on set percentages reductions.
- London pay to be increased by

reference to the retail price index. ● All items of additional pay, Northern Ireland pay and separation allowance to be uprated in line with the average increase in military salary.

Accommodation charges are still based on rents charged for local authority housing. Since these have increased significantly more than equivalent Service rents over the past two years — and taking into account that service charges were only raised by 1.5 per cent. last year — the charges from next months will go up by an average of 4 per cent.

Medical and dental officers salaries are, as usual, subject to the AFPRB's supplementary report. Examples of the new naval daily rates of pay from April 1 are as follows:

General and Supplementary List officers and Royal Marine equivalents (new on promotion and top rates, first from 1 April 1994 and then from 1 January 1995): Captain, £122.95 — £150.81/£124.97 — £153.31; Cdr, £105.57 — £116.70/£107.33 — £118.61; Lt Cdr, £75.25 — £90.18/£76.24 — £91.28; Lt, £59.71 — £69.40/£60.07 — £69.79; Sub Lt, £35.48 — £50.61/£35.59 — £50.76; Mid, £24.90 — £30.95/£24.98 — £31.05.

Special Duties List officers with

15 years' rating service: After 8 years, £79.88/£80.90; after three years, £75.55/£75.61; on appointment, £72.29/£73.22.

Royal Navy Artificers, Medical and Communications Technicians, sea service (uncommitted rate):

WO, £68.70/£69.85; CCPO, £64.97/£66.05; CPO(A), £62.47/£63.50; CPO(B), £60.08/£61.08; PO, £52.70/£53.58; APO, £50.27/£51.11; 4th Class Tech, £44.04/£44.25; Ldg Art, £41.29/£41.50.

Royal Navy, other branches, RN Careers Advisors (male) and QARNNS MAS sea service (uncommitted rate):

WO, £62.86/£63.91; CPO(A), £54.59/£55.50; CPO(B), £53.61/£54.50; PO(A), £48.84/£49.65; PO(B), £47.96/£48.76; LR(A), £44.04/£44.25; LR(B), £41.29/£41.50; AB(A), £35.29/£35.46; AB(B), £33.15/£33.32; AB(C), £28.90/£28.98; Ord(A), £24.16/£24.24; Ord(B), £22.21/£22.28.

Royal Marines (Vehicle Fitters, Tele-technicians and Comms technicians):

WO1, £68.70/£69.85; WO11, £65.38/£66.45; CSgt(A), £61.35/£62.37; CSgt(B), £60.55/£61.55; Sgt(A), £53.61/£54.51; Sgt(B), £51.79/£52.65; Cpl(A), £48.85/£49.09; Cpl(B), £47.46/£47.69; Cpl(C), £45.98/£46.21; Mnel(A),

£36.79/£36.90; Mnel(B), £33.34/£33.44.

Royal Marines (GD, Tradesmen and Musicians):

WO1, £62.86/£63.91; WO11, £59.32/£60.30; CSgt(A), £53.89/£54.79; CSgt(B), £52.84/£53.72; CSgt(C), £51.79/£52.65; Sgt(A), £48.84/£49.65; Sgt(B), £47.96/£48.76; Sgt(C), £47.54/£48.33; Cpl(A), £44.04/£44.25; Cpl(B), £41.29/£41.50; Cpl(C), £38.79/£38.98; Mnel(A), £35.29/£35.46; Mnel(B), £33.15/£33.32; Mnel(C), £28.90/£28.98; Mne2(A), £24.16/£24.24; Mne2(B), £22.21/£22.28.

Royal Navy (non sea service), QARNNS, NPFS and female careers advisers:

WO Band 7, £68.70/£69.85; CPO(A) Band 5, £51.91/£52.78; CPO(B) Band 5, £50.80/£51.64; PO(A) Band 5, £48.43/£49.24; PO(B) Band 5, £47.49/£48.28; Ldg(A) Band 2, £44.04/£44.25; Ldg(B) Band 2, £41.29/£41.50; AB(A) Band 2, £35.29/£35.46; AB(B) Band 2, £33.15/£33.32; AB(C) Band 2, £28.90/£28.98; Ord Band 1, £22.21/£22.28.

Young entrants: Juniors RN and RM under age 17, £13.83/£13.88; Age 17, £16.78/£16.84; Art. Apprentices and PMT: First year £16.37/£16.42; second year, £21.04/£21.12; third year, £25.72/£25.80.

NEW DAILY RATES IN TWO STAGES



For exercise, for exercise... in HMS Ark Royal: (from left) AB(M) Leggs Dimond on watch during a Boardex; casualty make-up for a damage control exercise; LAEM Mac McHarrie hoses down the deck during a crash exercise; NAs Mo Morris and Pinky Hurst provide back-up; and LMEM Aus Wilcox shores up a bulkhead during NBCDX.



ARK'S BELL RINGS FOR ROUND THREE

CONTINUED FROM PAGE 1

of aircraft held in readiness on Ark's flight deck.

However, there were no further incidents and it was subsequently reported that five Swedish soldiers who had been slightly injured had arrived at their base safely with the convoy.

"While air strikes themselves were not required the noise of the jets alone reminded those on the ground of the resolve of Nato and the UN together to bring about a ceasefire," Ark Royal's commanding officer, Capt Terry Loughran told Navy News.

Blueprint

Capt Loughran was referring to the success in silencing the guns around Sarajevo. "Nato has shown its real strength... without the need to drop bombs," he said. "We hope that this might be a blueprint for the other trouble spots of Bosnia which might lead to a resolution of the whole war."

In the lead-up to the crisis, the carrier's planned visit to Naples was cancelled. However, Capt Loughran says that morale is high on board with

the events of the past weeks providing a renewed sense of purpose.

They are aware that Ark Royal and her Sea Harriers have proved their versatility. Bad weather may hamper air operations from shore bases, but Ark — in Capt Loughran's words a "go anywhere airfield" — can move away from areas of fog or low-lying cloud.

The multi-role capability of the Sea Harrier — as fighter, close air support and reconnaissance aircraft — has also been demonstrated during operations over Bosnia and has won a tribute this month from the First Sea Lord, Admiral Sir Benjamin Bathurst, in an exclusive interview with Navy News

(see Page 29).

The increased attention the ship has received from the news media has also been welcome. "We have enjoyed the thought that the families back home have been able to see us regularly on TV and read about us in their newspapers which makes us all feel closer to them."

"On Valentine's Day a helicopter from 820 NAS ferried in 1,000lbs of mail. Thank you all — we love you, too!"

● Shortly before the Sarajevo crisis, Ark relieved HMS Invincible as Britain's lead ship in the Adriatic. It was Ark's second tour of duty in the region, marking "Round Three" of the Royal Navy's task group commitment there.

Big-hearted welcome for Invincible



Thousands of families and friends crowded the jetty as HMS Invincible returned to Portsmouth after her seven-month deployment to the Adriatic and Mediterranean.

The carrier berthed in her home port last month for a well-earned period of leave and maintenance following her "Deny Flight" operations.

Our pictures show:

TOP: HMS Invincible peeling away from HMS Ark Royal during their hand-over in the Mediterranean.

CENTRE: That's my man! Wren Breeds lands a smacker on her nephew Nathan.

BOTTOM: A family welcome for WRO Karen Lacey.

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OOPS SORRY!

The subscription advertisement which appeared in the February issue of Navy News carried incorrect rates. Navy News wishes to apologise for any inconvenience this may have caused our readers. The above rates are correct.



● Above: The Painted Hall, decorated by Sir James Thornhill in 1708-1727, set up for a Mess Dinner. The Lower Hall displays figures of the royal founders, surrounded by appropriate figures and emblems while in the Upper Hall are the figures of Queen Anne and her consort, Prince George of Denmark. The west wall, at the end of the upper hall, depicts the family of George I. Since shortly before the outbreak of the Second World War it has been in continuous use as the College's dining room where all meals are taken.

● Right: Plenty of food for thought at the International Evening . . . SC93 (and particularly their wives!) produced a culinary tour of the world during the largest informal social event of the course. After a night sampling everything from Polish vodka, Indian beer and some of the finest Scottish malts one course member reported tutorials the following day were "somewhat subdued".



● Chinook borne — SC93 students in action with 24 Airmobile Brigade.

Masters at

Some of the Royal Navy's brightest and best returned to the classroom last year hoping to master the art of success by embarking upon an MA/Diploma in Defence Studies as part of the Staff Course at RNC Greenwich.

Staff Course 93 (SC93) was the first time an option leading to a higher degree was available and 45 out of the 73 students are looking forward to adding even more letters to their name when results come out this year.

The curriculum for the nine-month course was revised in conjunction with King's College, University of London, and suitable candidates for the degree or diploma were selected early in the course. In addition to the staff course programme they took on extra studies in strategy/policy, defence procurement and maritime studies with examinations being taken mid-point and at the end of the course.

Now, after the highly-successful introduction of the MA/Diploma programme the scheme is being offered to students gathering at Greenwich this month for Staff Course 94.

The first staff course, lasting 12 months, was held at Greenwich in 1919 after much thought had been given by Winston Churchill to the need

for training and supplementary higher education.

Some 18 subjects were initially covered and, at the end of his two years as first director of the staff college, Capt Reginald Plunkett-Erle-Drax wrote an encouraging report in his review of the college's future development stating "Not only the brains but also the characters of those who go there could be developed to an extent as yet undreamed of."

Study options

Last year 19 international students, along with lieutenant commanders and junior commanders from the RN plus officers of equivalent rank from the Royal Marines, Army and RAF and the Civil Service, joined SC93 to have their "brains and characters" developed sufficiently to prepare them for higher command and senior staff appointments in the MOD or on Admirals' staffs.

The 33-week course is designed as a compulsory series of activities along with a programme of optional studies which lead to an academic qualification. The first stream who successfully complete the core activities

gain Passed Staff Course (psc) while the second and third streams not only fulfil the psc requirement but also the academic requirements for the award of the MA or Diploma.

Students begin with the study of strategy and policy in both historical and modern contexts. The syllabus progresses through single Service reviews and the examination of Joint Operations before moving on to British defence policy, procurement, defence programmes and international relations. Throughout the course the emphasis is on the internal and external factors affecting the UK defence policy.

While a large percentage of the course centres around traditional lectures, tutorials, syndicate briefings and group exercises, visits are also arranged to military and civilian establishments in the UK and abroad.

SC93's visit to 24 Airmobile Brigade found the students taking part in a stint of riot control with soldiers preparing for another tour of Northern Ireland. As a potato bombardment "peeled" down around them all thoughts of the day being spectator sport only were quickly dispelled!

Visits were also made to RAF camps throughout the country and to Norton Manor Camp, near Taunton, home of 40 Cdo RM, where course members enjoyed some real "hands on experience."

Shape HQ

The first foreign run for SC93 took them to Brussels for briefings at Nato HQ and Shape HQ, near Mons, while later in the year they visited the USA to take in SACLAN, in Virginia, and the Pentagon, in Washington.

Like most students at educational establishments SC93 made the most of their college days and participated in as many extra curricular activities as their heavy workload would allow.

The Staff Course sports teams demonstrated their prowess in sailing, cricket and softball while one course member did his bit for charity by taking part in the London to Brighton bike ride.

SC93 also took their social obligations seriously organising a series of events including the traditional summer ball and a highly-successful gastronomic tour of the world at the well-attended International Evening.

There, the students (with



● Capt John Herring RM gets to grips with the controls of a Hawk at RAF Wyton during a pre-flight fast jet briefing.



● Lt Cdr Az the Princes

t arms

more than a little help from their wives!) recreated the national cuisine of their homelands giving fellow course members and their guests (including Navy News staff) the chance to sample everything from Sushi to Moose Blood (nothing more than an alcoholic milkshake concocted by the Canadian contingent!)

Staff journal

The skills of SC93 were many and varied and culminated at the end of the course with the production of an alternative "rag mag." Budding poets, columnists and cartoonists contributed to the 1993 Staff Journal demonstrating that these Service high-flyers were, indeed, a multi-talented bunch.

Later in the year the results of the revised curriculum are announced and the first batch of students to attempt the MA/Diploma will, it is hoped, see the fruits of their labours

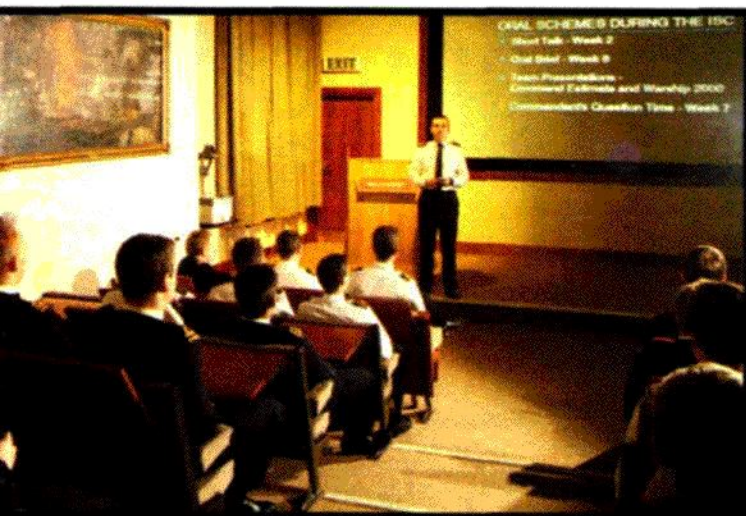
rewarded. The aim of the course, however, still concentrates on the psc and those who successfully navigated 33 weeks of intense study have now taken up executive posts in RN ships, within the MOD and with foreign navies as far afield as the USA, Poland, Saudi Arabia, India and Japan.

Those students with aspirations to become the Royal Navy's decision-makers of the future have earned their place on the Staff Course through hard work, original thought and a professional attitude and, in his foreword to SC93's staff journal, Commandant RNSC Greenwich, Commodore Robert Fisher, states that what students take away with them "should be unconscious — a naturally broader perspective, more searching analysis for your own and others' arguments and more skill in getting them across."

"You will need all three."



● Above: Aerial photograph of the Royal Naval College Greenwich, with the Staff College, Queen Anne Building, front left, and the Queen's House and Maritime Museum pictured centre.



Two other courses which run at Greenwich are the Initial Staff Course and the Special Duties Officers' Course.

The aim of the Initial Staff Course (ISC), a condensed version of the main Staff Course, is to prepare and equip General List lieutenants to meet the challenges of their next 10 years' service.

Conceived in 1990, and twice reviewed since then, the ISC bears little resemblance to the old Lieutenants' Greenwich Course it replaced. The syllabus covers staff skills, defence studies and the UK armed forces and officers are introduced to the international and domestic political imperatives that drive British defence policy. They are then taught how to analyse the information, solve problems and establish priorities.

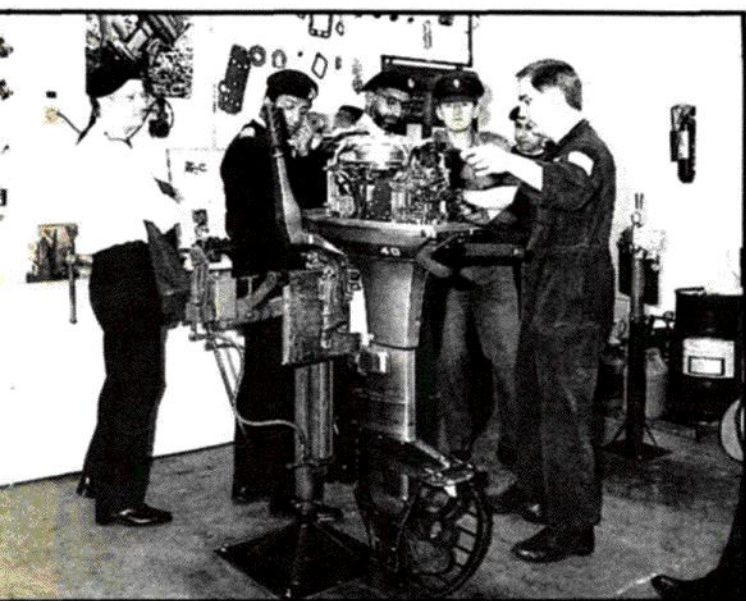
Branches are deliberately intermixed and the inclusion of international students and civil servants adds to the broadening process. The social life is driven by the students and there is scope for an excellent eight weeks at Greenwich

where the ethos, "work hard and play hard," reaps high professional and social satisfaction.

The Special Duties Officers' Greenwich Course runs four times a year during which the newly-promoted sub lieutenant takes a wide and varied syllabus designed to prepare him or her for their first appointment, either ashore or at sea.

An important aspect on this course is that students join in fully with the social life at RNC where they rub shoulders with the many senior students on other courses, both tri-service and foreign, and meet the many influential and important visitors to the mess. Course members are actively encouraged to take part in all aspects of life in the RN's premier mess, which is the final aspect in preparing them for life in the Wardroom.

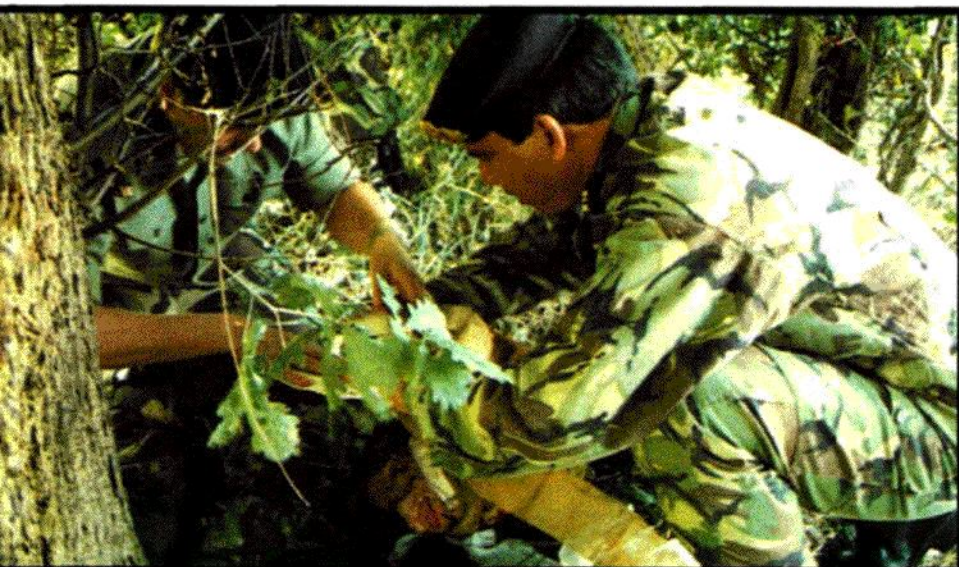
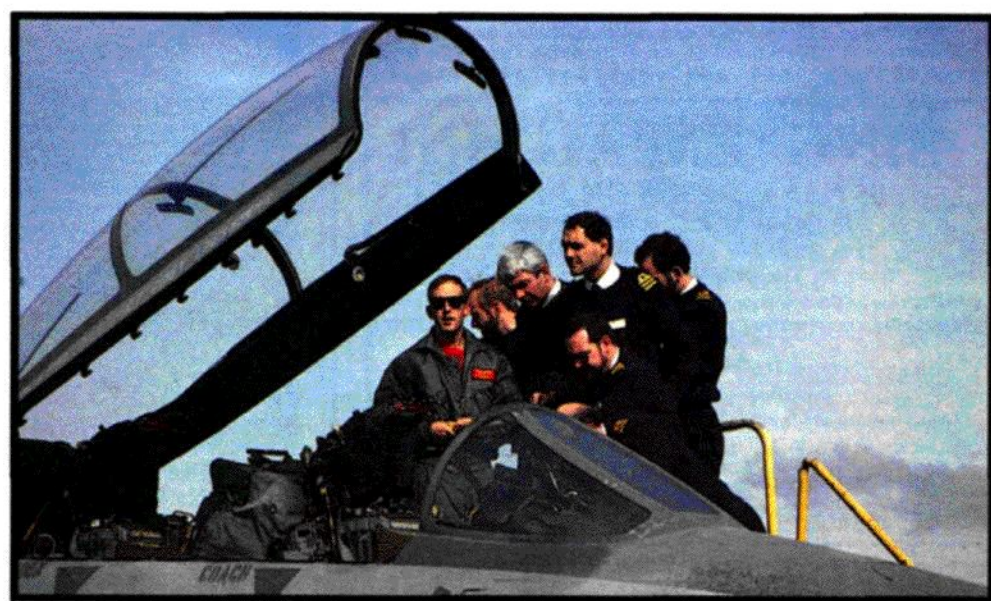
● Left: Deputy Director of the Initial Staff Course, Lt Cdr Harry Straughan is pictured lecturing ISC 5/93 in the St Vincent lecture theatre.



● Left: Lt Cdr Tony Coverdale (RN), Lt Cdr Sunil David (Indian Navy), Lt Cdr Zaka Zakaullah (Pakistan Navy) and Lt Col Cartwright (Gren Gds) at the Craft Support Unit, Fleet Maintenance Base, HMS Defiance.

● Right: Checking out a F14 Tomcat at Naval Air Station Oceana, Virginia, USA, are Lt Cdrs Ian Jeffers, Steve Farrington, Lee Tindall-Jones and Olle Almond.

Pictures: George Wicks, Cdr Tim Stoneman, Cdr Alastair Kennaugh, Lt Cdr Ralph Hudson, LA(Phot) Mac-Donald.



● Left: Lt Cdr Tony Coverdale (RN), Lt Cdr Sunil David (Indian Navy), Lt Cdr Zaka Zakaullah (Pakistan Navy) and Lt Col Cartwright (Gren Gds) at the Craft Support Unit, Fleet Maintenance Base, HMS Defiance.



● A new way of peeling potatoes — riot control training with the Princess of Wales's Royal Regiment.



Sugar and spice and a drop of the hard stuff

One of the most popular of all vessels to have sailed the seven seas is undoubtedly the punch bowl. Rina Prentice surveys its distinguished history in the first issue of the annual magazine of the Friends of the National Maritime Museum — which has a considerable collection — *The Maritime Yearbook*.

Punch arrived in England from the East early in the 17th century. The name may come from the Hindi for 'five', denoting the five key ingredients of wine or spirits, water, sugar, lemons and spice.

Caricatures of late 18th century sailors often showed smaller bowls, which might have contained punch, grog or flip, the last being a mix of beer, spirit and sugar — and the interest of many of the pictures that feature the consumption of punch is that scenes below deck are rare and often supply other details of furniture and cabin fittings that are invaluable to historians of shipboard life.

For those more interested in the consumption bit, a recipe is obligingly appended: "Put 3 pints cold water in a pan with 1lb sugar and the thinly pared rinds of 1 lemon and 4 oranges. Stir till the sugar dissolves and bring to the boil for 5 mins. Remove from the heat and add the juice of all the fruit, ½ pint of strong tea (no milk!) and ½ to 1 pint of rum. Strain and serve hot or cold."

Pictured left is Capt Lord George Graham (1715-1747) in his cabin by William Hogarth. The pug Trump has borrowed the gentleman captain's wig. — JFA



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PLAY IT AGAIN FOR OLD TIME'S SAKE

Nostalgia for the 1940s will peak in this year of the 50th anniversary of D-Day — and the full flavour of the era is captured on *You Must Remember This*, a CD collection of 25 "all time great love songs."

Many of these actually predate the War by quite a few years — but the hits of yesteryear had a long shelf-life and there are one or two movie selections that have never been released on record before — notably Fred Astaire's rendition of "Night and Day."

Also included are Marlene Dietrich (Falling in Love Again), Vera Lynn (You'll Never Know), Monte Rey (Starlight Serenade), Bing Crosby (It's Always You), Frank Sinatra and Dinah Shore (The Night is Young and You're So Beautiful) — and Dooley Wilson and Ingrid Bergman with *As Time Goes By* from *Casablanca*.

You Must Remember This, a Conifer Records release, is available from all good record shops at £10 (£6 for cassette). — JFA

Two timely tributes to the magnificent merchant service

The role of the merchant service in World War II is at last done justice — and at wholly justifiable length — in two new books released this month, both written, fittingly by professional seamen.

The Fourth Service (Robert Hale £27.99) is a comprehensive survey of the work of the Merchant Fleet during 1939-45.

John Slader's vivid accounts of the horrific losses, the heroism of the crews and the sacrifices endured to ensure that Britain — and her Allies — received essential supplies of food, oil and raw materials are written with authority.

The author joined the Merchant Navy in 1941 at the age of 17. Within two years he had survived being torpedoed on four separate occasions. The combination of his youth and experience was not, in this context, remarkable — nor should it be forgotten that many of his companions were men who should have been enjoying a quiet retirement from the sea and its perils.

Of the youngsters who did not survive, the outstanding valour of one may be singled out to represent the rest. When the tanker *San Emiliano* was sunk by U155 in the Caribbean on 9 August 1942, 19-year-old Apprentice Clarke — who had 27 Atlantic crossings to his credit — was terribly burned on his face, hands and legs. But he pulled for two hours to clear the only surviving lifeboat from the holocaust of 12,000 tons of high octane petrol.

When he finally collapsed it was seen his hands were stuck to the oars — he had been rowing on his bare bones and had to be cut free.

He carried on "singing cheerful songs" until he

died — and was later awarded a posthumous George Cross and the Lloyds War Medal. Truly, he deserves "to rank in naval history with Boy Cornwell of Jutland."

Richard Woodman's **Arctic Convoys** (John Murray £25) unusually approaches the subject from the merchant seaman's point of view.

Ludovic Kennedy has already said of it: "Those of us who sailed on the Arctic Convoys are the best judges of books written about them; and I can say with truth that this account is the most comprehensive and the most accurate I have ever read..." Unusually warm praise indeed from a notoriously picky critic of these matters.

The debacle of PQ17 led to lasting — and in the end, unjustifiable — ill feeling between the merchant service and the RN. Sir Dudley Pound's fateful decision to scatter "was contrary to what every thinking sailor knew in his bones: that a convoy always stuck together."

It made no difference that "only" 153 Allied merchant seamen were lost — 4,000 RN personnel was the tally from an equal number of warships in the preceding months. Not one Naval sailor had died in their defence.

"War is full of such savage inequities..." The events of PQ17 were a catalyst a culmination of bitterness resulting from social divisions, injustices, real and imagined, of misunderstanding mistrust and mutual ignorance. — JFA

LW(PHOT)'s TOP SHOT

Winner of the 1993 Royal Naval Birdwatching Society Photographic Competition was LW(PHOT) Sahra-Lee Hill, currently serving in the photographic section at Royal Naval Air Station Culdrose.

A keen bird photographer, Sahra caught the judges' eye with this beautiful shot of a Turkmanian eagle owl. It was one of many highly professional bird photographs in her portfolio.

Runner-up was WOII Bill Rendell RM from the careers information office at Exeter. His photograph of a black browed albatross was taken by him while he was serving in the Falklands.

Sahra's prize is an engraved goblet and a year's subscription to *Sea Swallow*.

Information on the Society's aims and activities can be obtained from the Secretary, P. J. Smith, 19 Downlands Way, South Wonston, Winchester, Hants SO21 3HS.



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Recalling the days of the white lanyard

When Boats Crew Wren Paddy O'Brien came across the body of a German pilot lying on the deck of the minesweeper that had picked him up after he baled out over Plymouth harbour, she was bitterly determined to steal his fine leather boots.

Having lately lost so many friends from the Submarine Service and the Fleet Air Arm to enemy action she may be forgiven this impropriety — in any case, she didn't keep them long. As she climbed back on to the jetty she found the dockyard police had spotted her.

It was at Devonport that Superintendent Welby first had the idea of using Wrens to run the various harbour boats used for delivering mail and stores to ships, transporting personnel, acting as liberty boats and so on.

Despite initial opposition — their Lordships thought women would not be tough enough for the work — the idea caught on and proved a great success. Even so, the category "Boats Crew Wren" was not officially recognised — not until Queen Elizabeth paid them a visit and took a trip afloat.

At the end of the war they were disbanded. *Ten Degrees Below Seaweed* (Merlin Books (£9.95) is Paddy O'Brien's (now Gregson) memoir of the girls who wore the white lanyard that was their familiar badge — again, never officially recognised.

There is a good deal of humour here. Perhaps the best story has Paddy expertly ferrying a lieutenant commander to Mountbatten Flying Boat Base. A Sunderland was coming in, flying low, dead astern, and she she knew it would touch

down well ahead of her. Her passenger wasn't so sure — and dived overboard.

Women leave surprisingly few detailed biographical records of Naval life — so Jean Cunningham Graham's description of her travels with her family in the Thirties and Forties provides a useful perspective.

Consulate

As a young girl living in the Consulate at Canton in 1938 during the Japanese air raids, she noted that "the people had got so used to them that one amah, looking after a family of English children in Shameen, had been heard comforting one with the words 'Listen to the pretty bomb-bombs, Baby!'"

She herself was "far more frightened by the firecrackers that went off without interruption throughout the New Year celebrations. The bombs were always very distant and went off with a dull thud, unlike the ear-splitting bangs of Chinese fireworks."

Three years later, during the Clyde Blitz, her own home at Ardoch was bombed. She had earlier asked to share her mother's bed — and her own bedroom was wrecked. All her oriental treasures were smashed.

Sailor's Daughter is available from Lady Polworth, Easter Harden, Hawick, Roxburghshire TD9 7LP at £10 inc pp. —JFA



Explosive action for Jean-Claude Van Damme in John Woo's *Hard Target*.

WOOLING WITH VIOLENCE

The U.S.A. is supposed to be the great ethnic melting pot; *Hard Target* is the latest evidence that it's always been something of a cinematic melting pot, too. This is a movie with a Belgian star, a Hong Kong-Chinese director and locations in the French Quarter of New Orleans.

The star is Jean-Claude Van Damme, which fact also explains the setting, since the first problem Van Damme's American scriptwriters always have to solve is how to explain "ees vairy strong acsonn." The director is John Woo, whose chop-sockie thrillers, dubbed into English, have become something of a cult, thanks to their combination of over-the-top violence, Sam Peckinpah slow-mo and the sort of big close-up inserts favoured by Sergio Leone.

This is strip cartoon film making, with virtually non-stop action. Bodies hurtling through the air, motor cycles crashing through plate glass windows, and nary a cop to be seen. The plot? Oh yes, it's got one of those, too: beautiful lady with missing father, criminal mastermind with inexhaustible supply of expendable henchmen... like that. It's the quintessence of Saturday night at the movies.

It's also not a million miles from the sort of thing that *Hot Shots Part Deux* has such fun parodying. *Part une*, it may be

Screen Scene

recalled, was a send-up of *Top Gun*, while here the model changes, rather late in the day, to *Rambo*. We encounter Charlie Sheen, sweat-band only precariously in place, studying his map; somewhere between Iraq and A Hard Place, he is to lead a mission to bring out the guys who went to bring out the guys who...

In the few brief pauses between jokes, one can't help noticing Charlie Sheen's Stallone-esque pectorals, and wonder whether he's wearing a very convincing body suit, or if he really went to the trouble of pumping up just for *Hot Shots Part Deux*.

Otherwise, it's the usual fusillade of puns, sight gags and topical references, some of the latter already with a slightly dated air. Does everyone still remember, for instance, what happened to the Japanese Prime Minister the night he dined with President Bush? If not, the inimitable

Lloyd Bridges turns up here to give us a vivid reminder.

Our third 16mm release this month, *Rising Sun*, provoked ludicrous accusations that Hollywood was doing to Japan as a whole what Bush did to their P.M. The film begins with a sex murder inside the American office block of a huge Japanese conglomerate. Sean Connery, a refugee from, as he puts it, Scotland Back-Yard, and Wesley Snipes, cool black dude, are the two cops in uneasy collaboration to crack the case.

Charges of racism boil down to the film's inclusion of a couple of mildly disagreeable Japanese characters, and the furore certainly leads one to conclude that the time is probably not ripe for a reissue of *The Camp on Blood Island*. That aspect apart, the film keeps its large, vividly realised cast of characters bustling around the screen, as it cleverly relocates an old-fashioned whodunit plot to an unfamiliar, intriguing setting.

Connery, of course, is his usual perfectly heroic self. When was the last time he played a character with a single unsympathetic trait? Who knows, but as Sam Goldwyn said, We've all passed a lot of water under the bridge since then. — Bob Baker

The wheel of progress

The paddle warship has been undervalued by modern writers — who have assumed since it was replaced by the screw ship it must have been seen as grossly inferior.

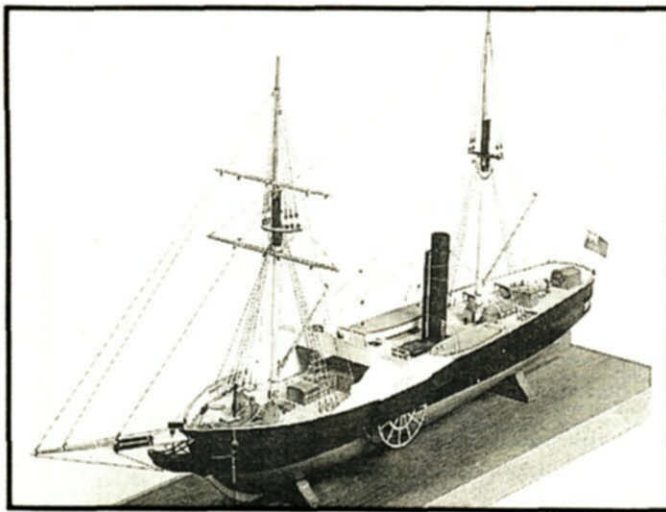
In *Paddle Warships* (Conway Maritime £25) David Brown states firmly that this was not the case. Though the screw ship always had the edge, its advantage was quite small at first.

There were a number of problems to be solved before the screw ship could establish a clear superiority. For instance, there was no way to design a propeller before William Froude's work in the early 1870s and earlier screws were selected on the basis of trial and error — which meant several expensive versions had to be made and tested, also at considerable expense before a viable design could be arrived at.

There were also problems with the stern gland — rapid wear and leakage almost caused the loss of the battleship Royal Albert in 1956.

Vibration, too, was even worse in the screw ship than in paddlers in this regard. Careful trials in 1854 between Himalaya (screw) and Victoria and Albert (paddle) led to the choice of paddles for the new Royal Yacht Osborne.

Just as there is a legend that the Admiralty was opposed to



steam — in fact there were frequent demands from admirals at sea for more steamships in this period — so many have seen the Admiralty as being slow in adopting the screw.

Yet Samuel Cunard built his last transatlantic mail steamer Scotia with paddles in 1861 and she was only converted to screw in 1879.

Though paddle warships fought no major battles, they were involved in innumerable

minor campaigns against slavers, pirates, rebels and other enemies of the Queen. In all these they proved effective and reliable.

Many paddle warships had very long active lives. This model, from the National Maritime Museum, is of HMS Lightning, built in 1823, as she appeared when employed as survey ship for the Baltic Fleet in 1854. — JFA



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At Your Service



Reunions

HMS Cossack (D57) will hold their third reunion at the Goffs Park Hotel in Crawley, Sussex, on May 7-8. Details from G. W. Toomey, 184 Bevington Rd, Rock Ferry, Birkenhead, Wirral L42 4QE (tel. 051 645 3761).

HMS Lance reunion will be held at the Civil Service Club, Great Scotland Yard on April 23. Details from J. F. Bennett, 111 Kings Charles Rd, Surbiton KT5 8PQ (tel. 081-399 0996).

HMS Edinburgh will hold their 52nd service of remembrance at RNH Stonehouse followed by a reunion dinner in the Sigs' Mess, Seaton Barracks, Crownhill, Plymouth on April 30. Details from A. W. R. Start, 5 Green Park, Rd, Plymouth PL9 9HT (tel. 0752 404525).

HMS Crossbow reunion will be held at the Union Jack Club, London, on April 8. All commissions are welcome. Details from B. Edmonds, 129 Churchgate, Southport PR9 7JE (tel. 0704 214232).

HMS Woodbridge Haven, Mediterranean Fleet commission (1955-57): A proposed first reunion will be held in March. All ranks and rates welcome. Details from ex-Eng officer Lt Cdr Holloway, Suffolk (tel. 0379 388204). David Bishop, Isle of Wight (tel. 0883 811207). Ken Tanner, Brighton (tel. 0273 597512) or Bomber Brown, Brighton (tel. 0273 596039).

HMS Flying Fox will hold their 75th anniversary dinner and dance on board on April 26. Details from K. E. Fry, 35 Glyn Vale, Bedminster, Bristol BS3 5JD (tel. 0272 669449 — home, 0272 783503 — work).

HMS Lookout (G32) will be held in Burnley on May 13-14. Details from Buck Taylor, 5 Milton Rd, Radcliffe, Lancs. M26 4GS.

HMS Matchless (1942-46) will be holding their eighth reunion at the Victory Services Club, London on May 21. Those not on the mailing list contact J. Horton, 16 Mansfield Gardens, Hornchurch, Essex RM12 4NL (tel. 0708 442162).

HMS Pelican, South Atlantic (1954-55): Anyone interested in a reunion contact Mr P. Williams, 21 Ashurst Rd, Ash Vale, RN Aldershot, Hants. GU12 5AF (tel. 0252 313071).

HMS Fishguard (1941-45): Anyone interested in a reunion in Peterborough contact Jim Byrne, 93 Gatehead Lane, Leeds LS17 8LW (tel. 0532 73243).

425 (CS) Squad RM: The 50th anniversary will be held in Deal on Sept. 17-18. Details of 33 members of the squad are now known and the instructor on joining and the first drill at Chatham, both now aged 85, will be attending. Details from Terry Easingwood, 17 West Park Close, Leeds LS8 2ED (tel. 0532 666418).

HMS Liverpool Assn will hold their 11th reunion in the POs Mess, HMS Nelson on June 11. Details from John Waters, 2 Dewberry Rd, Worsley, Stourbridge, West Midlands DY8 5XJ.

Fleet Air Arm Armourers Assn will hold their fifth reunion in Coventry on March 26. Details from Mick Holdsworth, Aylesham Lodge, Adisham Rd, Barham, Canterbury CT4 6EY.

HMS Manchester Assn will hold their AGM at the RNA Club, Wythenshawe, Manchester on April 16. All those wishing to attend contact Mr L. McDonald, 37 Edmund Rd, Southsea PO4 0LL (tel. 0705 739384) before April 12.

LST Club will hold their annual reunion at the Stretton Hotel, Blackpool, on April 10-12. Details from Clay Maxwell, 45 New Rd, Water Orton, Birmingham B46 1QP (tel. 021-747 2418).

HMS Saintes, 3rd Destroyer Flotilla Mediterranean Fleet, Malta (1949-53) will hold their second reunion in Portsmouth in April. Would ex-Stk. Holmes, who sent no address, please contact L. Andrews, 65 West Way, Lancing, W. Sussex BN15 8LY (tel. 0903 767637).

Rodney Division Artificer Apprentices, MTE, Rosyth (1941-44): Anyone interested in a "passing out" celebration in Oct. contact Ken Storer, 21 Greenhill Way, Aldridge, Walsall WS9 8SQ (tel. 0922 51060) or Bill Dendie, 881 Wolseley Rd, Plymouth PL5 1JY (tel. 0752 364056).

HMS Howe Assn will hold their next reunion at the Royal Sailors' Home Club, Portsmouth, on April 9. Details from Reg Goldsmith, 28 Hamtun Cres, Totton, Southampton, Hants SO4 3PA (tel. 0703 862927).

Js and Ks 14th Destroyers Flotilla Assn will hold their next reunion at Hanworth RNA on May 7. Details from Mr W. E. Skilling, 37 The Hollands, Park Rd, Hanworth, Middx TW13 6PQ (tel. 081 898 6857).

HMS Tenby will hold their next reunion in Tenby on April 23. Details from Jeff Mays on 0344 59368.

HMS Gambia Assn will hold a mini-reunion at the Royal Naval Old Comrades Club, Eastbourne on April 29-May 1 to celebrate the ship's first battle honour, won at Sabang, in 1944. The eighth reunion and AGM will be held at the RNA Club, Liverpool on Oct. 8-9. Details from Les Newman, 3 Coppice Rd, Whitnash, Leamington Spa CV31 2 JE (tel. 0926 831599).

Submarine Escape Training Tank: A 40th anniversary reunion will be held in HMS Dolphin on July 8-9. Details from S.E.T.T., HMS Dolphin, Gosport, Hants. PO12 2AB (tel. 0705 822351 ext. 41193).

HMS Victorious (1941-45 Assn) will hold their 11th reunion on May 13-15. Details from Mansel Evans, Bryn Deryn, Lony Eglwys, St Brides Major, Bridgend CF32 0SH (tel. 0656 880459).

HMS Serene Assn (1944-46) will hold their 15th reunion at the Community Centre, Lingfield, Surrey on April 23. Details from Eric Drummond, 5 Green Way, Scarcroft, Leeds LS14 3BJ (tel. 0532 892222).

HMS Stevenstone will hold their fifth reunion at the Three Swans Hotel, Market Harborough, Leics., on April 9-10. Details from Jim Cook, 41 Main St, Foxton, Market Harborough LE16 7RB (tel. 0858 84 210).

Combined Ex-Service Assn will hold their annual reunion and conference on June 17-19. Tickets £6, from the Ticket Secretary, 17 Huster Rd, Bridlington, E. Yorks YO16 5RN.

HMS Lynx (1941-44): The final official reunion for the ship's company, families and friends will take place in Northampton on March 26-27. Details from Arthur Jones, 10 North Close, Wade Court, Havant, Hants PO9 2TE (tel. 0705 483331).

HMS Lynx (1965-68) will hold a reunion in HMS Daedalus on April 23. Details from Mr R. Philpott, 77 Malins Rd, Mile End, Portsmouth PO2 7BA (tel. 0705 824758).

Sherborne RNA Hospital annual reunion will be held at The Crown Inn, Greenhill, Sherborne on April 23. Send s.a.e. and £9.50 cheque/postal order made payable to Mrs D. Scholefield, to The Bungalow, Watling St, Hockliffe, Leighton Buzzard LU7 9NF (tel. 0525 210867).

LST and Landing Craft Assn will hold their seventh reunion at Pwllheli in the last week of April. If you served in landing ships, landing craft or in RN establishments which were connected with combined operations you are eligible for membership. Details from Cyril Iott, 59 Reynolds Rd, Ipswich, Suffolk IP3 0JW (tel. 0473 710722).

HMS Glasgow Old Boys' Assn will hold their 15th reunion in Portsmouth on July 9-10. Shipmates from HMS Enterprise are welcome to join them. Details from Allan Mercer, 89 Royal Ave, Hough Green, Widnes, Cheshire WA8 8HJ (tel. 051 424 7390).

827 and 830 Sqn, HM ships Furious and Colossus: A reunion will be held in HMS Heron, RN air station Yeovilton, on May 27-29. Details from Roy Matthias, 3 Kennedy Walk, Werrington, Stoke-on-Trent ST9 0EW (tel. 0782 302618).

D.E.M.S. 10th reunion will be held at RNA Hanworth, Middx, on April 16. Details from Len Bainborough, 89 Shelton Ave, Feltham, Middx TW13 4QT.

HMS Magpie Assn (1943-46) will hold their second reunion at Southampton on April 29. Details from Tom Iddon, 28 Falkland Rd, Southport PR8 6LG (tel. 0704 541567).

HM ships Charybdis and Limbourne: The Charybdis Association will hold their next reunion and dinner-dance at the Apollo Hotel, Birmingham, on April 16. Details from Mr Neil Wood, The Fingerpost, Clebury Rd, Far Forest, Nr Kidderminster DY14 9TA (tel. 0299 266048).

HMS Argonaut Assn will hold their 11th reunion at Hanworth RNA Club, Park Rd, Hanworth, Middx on Sept. 24. Details from Vernon Triggs, 49 Philip Rd, Staines, Middx TW18 1PW (tel. 0784 257479).

RNR Postal Branch will hold their second reunion in HMS Sherwood, Nottingham on May 21-22. Details from David Dennis, 1 Croft Rise, Menston, Ilkley, West Yorks. LS29 6LU (tel. 0943 875608).

RN Engine Room Assn will hold their second reunion at the Nautical Club, Birmingham on May 7. Details from Stan Jenkinson, The Nautical Club, Bishopsgate St, Birmingham B15 1ET.

HMS Renown (1939-48) will hold their seventh reunion at the Royal Fleet Club, Morice Sq., Devonport, on Oct. 1. Details from John Roche, 71 Glenholt Rd, Glenholt, Plymouth PL6 7JD (tel. 0752 775926).

The Pembroke 84 Club: The WO's and Senior Rate Stewards' reunion dinner will be held in HMS Nelson on June 10. Details from WO S. R. Morris, c/o The Wardroom Mess, HMS Nelson (tel. 0705 822351, ext. 24261).

HM submarines Vandal and Untamed (1943): Memorial services will be held in

Dunoon on May 7-8. All submarines and relatives and friends of crew members are welcome. Details from R. A. Duffield, 38 Station Rd, Broxburn, West Lothian EH52 5QX (tel. 0506 852449).

HMS Belfast, Far East Commission (1961-62): A reunion of 13 Mess members will be held in April. Details from A. Hubbard, The Flat, The Veterinary Surgery, Gardner Rd, Guildford (tel. 0483 66175).

Dulwich Naval Brigade/Sea Cadets: The 80th anniversary will be celebrated by a colour parade on June 19 and a reunion in Oct. Details from Lt P. Bond, Dulwich SCC, Greendale, London SE22 8TX (tel. 081-299 1755 Tues./Thurs. eves.).

HMS Khedive and 808, 899 and 1700 Sqn: An all ranks reunion will take place in May. Details from Peter Embleton on 0924 400208.

HMS Snowflake reunion will be held at Leamington Spa on May 14. Any Snowflakes not in touch contact Doc Goldsmith on 0243 864919 or Geoff Mitchell on 0373 864190.

HMS Leander will hold their next reunion in the Senior Rates' Mess, HMS Drake on April 23. Details from Danny Neve, 25a Haddington Rd, Stoke, Plymouth PL2 1RR (tel. 0752 562973).

British East Indies and Pacific Fleets: Following on from the 50th anniversary reunion in Portsmouth on September 1-4, 1995, plans are now in progress for a return visit to the Far East and Australia in November 1995. Anyone interested in this commemorative tour should contact John Howard, Barrow Travel, 117/119 Dalton Rd, Barrow-in-Furness, Cumbria LA14 1HZ, providing the name of the ship or squadron in which they served. An early reply would be appreciated as the travel company need an indication of numbers as soon as possible.

50th Anniversary of D-Day: A reception will be held in HMS Belfast on June 6 and retired officers and ratings and RM personnel who were in ships off the Normandy beaches on D-Day and Wrens who took part in the D-Day planning or related operations are invited to attend. Applications for tickets must be made before March 31 and to receive a form print your name and address on the back of a sealed envelope and send it to The Director's Secretary, HMS Belfast, Morgan's Lane, Tooley St, London SE1 2JH (please mark the envelope D-Day).

RNVAD will hold a coffee morning on March 17. For details contact Ms Mason, 52 Park Lane, Bedhampton (tel. Bedhampton 464654).

HMS Wren reunion will be held in Knutsford on March 26. Details from R. Young on 0707 265653.

Task Force Grapple reunion will be held on March 19 at the RAF Club, Piccadilly. Details from David Brockett, Phyllis Court Club, Marlow Rd, Henley-on-Thames, Oxon RG9 2HT.

HMS Bullen K469 sixth reunion will be held at St Edmund's Hotel, Marine Parade, Glastonbury, Great Yarmouth on April 23. Shipmates, including those from HMS Goodhall, who are not already in touch contact C. W. Bilverstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER (tel. 0502 561130).

HMS Shropshire bombarded Hauwei Island, Admiralty Islands, N of New Guinea. 5: Swordfish (816 Sqn) from HMS Chaser sank U-366 off N. Norway.

6: Swordfish (816 Sqn) sank U-973 off N. Norway. HM ships Icarus, Kenilworth Castle, HMC ships Chaudiere, Chilliwack, Fennel, Gatineau and St Catherines sank U-744 in N. Atlantic.

8: HM ships Tenacious and Troubridge bombarded Blato, Korcula Island, Yugoslavia.

9: HMS Asphodel sunk by U-575 in SW Approaches.

10: HM ships Blankney, Blencathra, Brecon and Exmoor sank U-450 off Anzio. HMS Mull sank U-343 off Bizerta. HMS Forster and HMC ships Owen Sound, St Laurent and Swansea sank U-845 in N. Atlantic. RCAF Sunderland sank U-625 in Atlantic.

11: RSAAF Catalinas sank German (ex-Italian) submarine U-122 off Cape of Good Hope.

12: German Supply Tanker Brake sighted by aircraft from HMS Bantler and sunk by HMS Roebuck.

13: HMCs Prince Rupert and US ships Haverfield and Hobson sank U-575 in N. Atlantic.

14: MTB 353 sank German Minesweeper M10 off Dunkirk.

15: HM ships Stirling and Wild Goose, Swordfish (825 Sqn) from HMS Vindex sank U-653 in Atlantic.

16: HM ships Affleck, Vanoc and three US Catalinas sank U-392 in Straits of Gibraltar.

20: HM submarine Graph (ex-U-570) wrecked on West coast of Islay. HM submarine Stonehenge reported lost in Malacca Strait.

21: Rev. Mauger, RNRV, 42 Cdo RM, was killed in action in Arakan, the last Chaplain to lose his life on active service.

22: RAF Mosquito sank U-976 off Bordeaux.

28: HM submarine Syrtis sunk by mine off Bodo, Norway.

29: HMS Stirling sank U-961 ESE of Faeroes.

30: After a five-hour hunt off Palermo U-223 sank HMS Lafarey before being sunk by HM ships Tumult, Blencathra and Hambleton.

Principal events included:
1: HMS Gould sunk by U-358 NNE of Azores. The submarine surfaced and was sunk by HMS Affleck after the longest continuous U-boat hunt — 14 hours.

4: HMS Onslaught and Swordfish from 816 Sqn (HMS Chaser) sank U-472 off North Cape (Convoy RA57).

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Calling Old Shipmates

SS Dunluce Castle, Scapa Flow: A. Lenghorth, 104 Colomb St, Greenwich SE10 9EZ would like to hear from Arthur Cairns, from West Ham, or Lofty Millbank, north London.

HMS Fraserburgh (1942-45): A. Jones, 24 Cottingham Court, Darlington DL3 0BW would like to hear from old shipmates with a view to a reunion.

429 Squad RM, 1945: Derek Burnham, Alsan Lodge, Front Rd, Murrow, Wisbech PE13 4JQ (tel. 0945 700703) would like to hear from old squadmates with a view to a reunion — already in contact with Peter Cornfield and Red Clarke.

HMS Boxer (1944-47): Ginger Gilt and Warren Bradley would like to hear from old shipmates with a view to a reunion. Write to 26 Springfield Rd, Bilston, W Mids WV14 6LN.

HMS ships Manxman and Welshman, Fast Minelayers: R. W. Finch, 39 St Matthews Rd, London SW2 1NE would like to hear from old shipmates.

HMS Avon (1942-45): Stud Purdy, 124 Wirsborough Rd, Tirthalley, Ilkerton, Derbyshire DE7 4GE would like to hear from old shipmates.

HMS ships Intrepid (1969-71) and Bulwark (1965-67): Sylvia Booth, c/o 34 Hampshire Place, Melksham, Wilts SN12 7SD (tel. 0225 790969) is organising a surprise party for her husband, former Marine Glyn Edward Booth and would like to hear from David McDowell, Nino Rosconi, Fred Rutledge, Mick Savage, Mick Lister, Frank Kent (HMS Intrepid), Mick Mizon, David Ferguson, Barry David, Titch Underwood and Mick Anning (HMS Bulwark) with a view to them attending the party on July 3.

HMS Woodbridge Haven, Mediterranean Fleet Commission (1955-57): Lt Cdr Donald Holloway (tel. 0379 388204), David Bishop (tel. 0963 811207), Ken Tanner (tel. 0273 597512) and Bomber Brown (tel. 0273 596039) would like to hear from all ranks and rates with a view to a reunion in March.

HMS Hythe (1942-43): F. G. Bath, 50 Studland Rd, Millbrook, Southampton SO1 9AY (tel. Southampton 391237) would like to hear from those who served in her and who survived the sinking in the Mediterranean on Oct 11 1943.

HMS Kenya (1940-44): Harry Jenkins, 442 Norris Rd, Sale, Cheshire M33 2RE (tel. 061 962 1718) would like to hear from any CPOs or ERAs.

Submarine Coxwains Assn: Anyone wishing to join the association should contact CPO(Coxn) SM Barry Jenkins, WO's and SR's Mess, HMS Dolphin or Mr. L. F. (Tex) Golding on 0329 313144.

HMS Largs (1942-44): K. H. James, 28 groveland Rd, Speen, Newbury, Berks RG13 1SS (tel. 0635 42772) would like to hear from old shipmates, in particular PO Radio Mechs Francis Shaw and Gordon John Lovis Newman.

HMS Comet (1945-46): Pat (Taffy) Jefferies 9 St David's Close Llanelli (tel. 0554 750438) would like to hear from old shipmates, in particular Johnny Crofts, Dickie Bird, Stan Hale and PO Smale. Mr. Jefferies also has photographs of the ship's company.

HMS Mercury, M6 (1961-62): Audrey Cray, 14 Burn Walk, Burnham, Bucks SL1 7EW would like to hear from Meg Sparks (nee Sharp) and Caroline Jones (nee Hopkins).

HMS Roebuck (1943-46): Eric Reynolds, 15 The Hallgarth, Durham City DH1 3BJ and D. W. Hounsell, Greystone, Furnham Rd, Chard, Somerset would like to hear from old shipmates with a view to a reunion.

HM submarine Turpin: Tommy Quest, 7 Brice St, Dukinfield, Cheshire SK16 4NA would like to hear from old shipmates, in particular members of the engine room branch, Tiffie Harry Osbourne, Stk Arnold Bailey, from London, Scousers Tommy Hoy and Sailor Millington, Gordies Matchell and Gilles and J. Laurie, from Kircaldy.

HMS ships Saintes (1958-59), Armada (1958) and Loch Lomond (1955-56): Arthur (Ben) Truman, 1 Kensington Close, Sutton in Ashfield, Notts NG17 1EJ would like to hear from old shipmates, in particular POM(E) George Craggs (Saintes) nd POM(E) Griffin (Armada).

HMS St Vincent, Communications Class 256 (1948) and Boys' Mess HMS Enterprise (1940): Den (Ollie) Cranwell, 8 Harvey Court, Blackford, Hants SO4 1SG (tel. 0703 894605).

RN air station Lossiemouth, HMS Eagle (1967-70): Jeffrey Smith, 48 Yewtree Court, Northampton NN3 6SF (tel. 0604 429215) would like to hear from anyone who knows the whereabouts of ex-Aircraft Handler Roy Williamson, better known as Fat Willy, last heard of living in the Uxbridge area, but originally from Gainsborough.

HMS Concord (1947-58): Doug Leeson, 15 Downton Rd, Penhill, Swindon, Wilts SN2 5JP (tel. 0793 723967) would like to hear from old shipmates with a view to forming an association and attending a reunion.

HMS Whirlwind Assn: Anyone wishing to join the association or who has old stories or photographs contact Bob Handy, 8 News Court, Menheniot, Liskeard, Cornwall PL14 3OW (tel. 0579 344127).

RN air station Wingfield, Capetown (1944): Roy Mabey, Hurst Bow House, Martock, Somerset TA12 6JP (tel. 0935 822321) would like to hear from old shipmates.

HMS Tweed, Jan 1 1944: R. Elvins, 25 Woodlands Rd, Cookley, Kidderminster, Worcs DY10 3TL would like to hear from any other survivors.

Battle of Crete 1941: Those who took part in the battle are invited to join the Crete Veterans Association which organises an annual pilgrimage in May and a reunion in Oct. Details, enclosing sae from the

National Secretary, Vincent Williams, 41 Cole Bank Rd, Birmingham B28 8EZ.
Services Reconnaissance Department, HMS Riversnake: Mrs Pamela Harrison, 3 Cora St, Donnybrook, Western Australia 6239 would like to hear from LStk Ken Cross.

HMS Lafarey (1941-44): Arthur Jones, 10 North Close, Wade Court, Havant, Hants PO9 2TE (tel. 0705 483331) would like to hear from old shipmates, in particular C. Aldington (Ldg Sto), Bert Farrer (Sig), T. Jones (AB), J. W. Maybrooke (AB), R. Wilkinson (Sig) and A. M. Young (AB) with view to a reunion in March (see reunions section).

HM ships Capetown (1936-38), Furious (1938-41), Illustrious (1941-46), Helmsdale (1946) and Valiant (Impereuse) (1947): Mrs E. King, 13 Argyle Way, Bishops Tachbrook, Leamington Spa, Warwick CV33 9RG would like to hear from anyone who served with Stoker Tom Norman King, in particular boiler/engine room pals including William O'Reilly, Frank Sprossome, Jimmy Treddwell, Harry Pascoe, Winkle Barrow, Charlie Fitzpatrick, Jolly, John McCarthy and Ernie Johnson. The family are arranging a surprise 80th birthday party for Mr King in April and would like to invite his old shipmates.

HM ships Dasher and Brilliant (1943-45): Mr E. W. Cane, c/o Mrs Tricia Jones, 81 Magennis Close, Gosport, Hants (tel. 0705 521607) would like to hear from survivors from HMS Dasher and from any other old shipmates.

HMS St George, Benbow 237, Isle of Man (1942-43): Les Turner, 38 North Ave, Lyme Regis, Dorset (tel. 0257 442192) would like to hear from old shipmates with a view to a reunion. He is already in contact with Instructor Littlejohns and five others — "Buntings" and "Sparkers" welcome.

HMS Fabius, RNSQ Taranto (1944-45): Ex-SBA Derek Hoyle, 17 Green Dr, Poulton Le Fylde, Lancs FY6 8DP (tel. 0253 885010) would like to hear from ex-SBPO Harry Greenwood last heard of in the Nelson/Colne, Lancs area.

HMS Ascania (1940-41): Mrs D. E. Twells, 4 Wardlow Rd, Ilkeston, Derbyshire E7 8US (tel. 0602 320113) would like to hear from Edward Cutbitt Nelson, last heard of in Fareham, Hants.

HMS Manxton (1974-75): Heather Harnett, 10 Allerdene Close, West Denton Park, Newcastle upon Tyne NE15 8XW is organising a surprise birthday party for her fiancé David Wilkinson and would like to trace two of his shipmates, Bryn Jones, an engineer who came from Wrexham, and Charlie Brewer, a sonar operator from Worcester.

den, was master from 1897 to 1902. She would also like a photograph of the ship's company of HMS Hampshire which might include her uncle, Mid William Richard Sowden, who drowned when the ship went down on June 5, 1916.

Mediterranean Fleet Pulling Regattas, June-July 1951: Anyone who would like a copy of the souvenir programme contact Garry Muldoon, 32 Nigel Rise, Dedridge, Livingston, West Lothian (tel. 0506 413706).

HMS Forward (N.O.I.C. Newhaven): Mr G. Ellis, 11 Fairholme Rd, Newhaven, East Sussex BN9 0NY would like information regarding the secret intelligence centre beneath Heighon Hill, Newhaven, especially concerning the conception, construction and equipping of the tunnel. He would also like to hear from anyone who served in HMS Forward during the war in any naval capacity.

Naval visit, St Kitts, 1933: Dr D. E. W. Boyd, PO Box 28, Basseterre, St Kitts, West Indies would like to hear from anyone who has a copy of a photo taken when RN ships anchored off Basseterre Roadstead, St Kitts. The photo was made in three segments.

HMS Urge: Valerie Doty, 7 Glenmore, East Rd, Cambridge CB1 1QE would like a photo of the ship and/or ship's company.

RNPS Trawler Minesweeper Picton Castle: Raymond Miller, 38 Newton Rd, Ipswich, Suffolk IP3 8HD (tel. 0473 711365) is trying to trace members of the ship's company. The trawler is soon to travel across the Atlantic by her present owners who bought her in Norway in May last year.



HQ warning over charity donations

Charity begins at home — that's the message from Headquarters in response to enquiries from branch treasurers as to who or what they can assist with charitable donations.

Tragedy hits Huntstanton

Members of Huntstanton branch mourn the tragic loss of their president and founder member, Shipmate Allan Parker, who with his wife Ellen an associate member of the branch, died as a result of a road accident.

The couple had been dropped off by coach attending the branch annual dinner dance and were killed only yards from their home.

Shipmate Parker, a life member of High Wycombe, moved to Huntstanton in 1985.

If in the past there has been a trend for branches to assist local organisations, the directive is that this puts the Association's charitable status in jeopardy and must be discontinued.

The 1992 Charities Act (Articles 3 and 4), states that the Association's charity effort must be directed to "persons who served in or have served in our Naval Forces and the dependants of such persons."

This measure is not too restrictive as Article 4 lists a wide range of organisations and persons that can be given charitable assistance.

Grants, donations or period-

ical allowances can be made to all serving and former members of the Naval Forces, their wives, widows, children and dependants in conditions of need, hardship or distress.

Wide choice

Assistance can be given to your organisations with a specific nautical connection, such as the Sea Cadet Corps. When it comes to helping their own, RNA welfare committees have a wide choice — from helping charities which benefit the reputation and interests of the Navy and the Association, to those caring for sick members or former members of the three Armed Services.



One for the album as Shipmate David Coutts of Dundee branch, with his wife and family smile for the camera aboard HMS Invincible. They were escorted by Cdr Allan Wood, the ship's public relations officer.

Area trophy for Jack

No 4 Area which now boasts 50 branches, held its annual general meeting in Bristol. The Yardman Trophy, donated by Shipmate Beresford was presented by the chairman to Shipmate Jack Mason of Bodmin for doing the most in the past year to further the aims of the Association.

The following were elected: Shipmates C. H. Thompson (chairman), R. J. Barraclough (treasurer), Vera Bell and Reg Murch (committee). Other officers were returned unopposed.

Invincible rendezvous for Malta veteran

As plans get under way for the Associations annual conference to be held in Birmingham on July 9, Portsmouth prepares to welcome hundreds of Second World War veterans for the 50th anniversary of D-Day.

War-time veterans will find when they visit ships during Navy Days on May 29-30 that they bear little resemblance to the vessels in which they served.

This was the experience of Shipmate David Coutts of Dundee branch when he and his family visited HMS Invincible.

As a leading seaman, he served in HM ships Fiji, Cyclamen, Spiraeca and Kepple on Malta convoys. Though he had had no opportunity until recently to visit the island, he made the trip with his wife and other members of his family to receive his 50th anniversary Malta medal.

To Shipmate Coutts' delight, his visit, coincided with that of Invincible which was on stand-down from Adriatic operations.

Beccles

As the 10th anniversary of the branch falls on the anniversary

of D-Day, shipmates have decided to combine their re-dedication service with a parade on June 5.

The service in St Michael's Church will be preceded by a march through the town and is expected to be supported by other branches and ex-service associations.

If your branch wishes to take part please contact Shipmate Geoff Richards, at 17 Russet Close, Beccles NR 34 9OP (tel. 0502 715795) as soon as possible.

Llandudno

The 25th anniversary of the branch was celebrated in true nautical style with drink at the knock-down price of 50p. Plans are now well underway for the dedication of a new standard on August 28. The branch recently entertained members and wives of the Hull Normandy Veterans.

Shrewsbury

With over 100 members the branch is making an impact locally, its activities capturing headlines in the local Press. Chairman, Shipmate Alfred Hurdley, welcomes new recruits who will enjoy a full social programme throughout the year.

Llanelli

Shipmate Ray Rees, branch secretary for the past 12 years, was given a fitting send-off on his retirement due to ill-health. At a reception in his honour he was presented with a cut-glass decanter and glasses. Visitors from the Vancouver Island branch attended a ceremony to mark the installation of Shipmate D. Gwynne Jones as president of the Llanelli branch.

Branch News

Horsham

At the branch annual general meeting, Rear Admiral Peter Dingemans accepted the office of president. In his acceptance address he stressed the importance of the aims of the Association and said he looked forward to a long and happy term of office.

Wear

HMS Arrow, the adopted ship of Wear (Sunderland) branch, evoked mixed feelings when the commanding officer, Cdr David Goodall, with

members of the ship's company travelled to Wear to present the branch with mementos.

An ashtray, made from the first shell fired by the ship in 1976, and a deckplate are now displayed in the club premises.

Wansbeck

At a branch dinner the first life memberships were awarded to Shipmates Roy Jeffries and Tom Randall for stalwart work. The occasion was attended by the Assistant Secretary, Shipmate Hugh Mair, National Council member Shipmate Fred Chambers and the branch president, Capt Nick Barker. RN (retd).

Hartlepool

The branch which set up its own golfing society in October now boasts 27 members, most with club handicaps and two of whom are professional golfers. They now hope other branches will start their own societies and create potential for inter-club competitions.

Swindon

Fifty naval veterans and their wives were entertained to a pre-Christmas branch lunch at the headquarters, followed by an evening of festivities. The occasion went with a swing thanks to Shipmate Steve Brooks and helpers who took time off work to do the catering, and to Shipmates Ian Green and Ron Crannis who supplied the music.

Honiton

Since commissioning in July the branch, which is going from strength to strength, has bought a standard. It was blessed and paraded in November. The branch also publishes its own newsletter "The Yardarm," which is going down a treat especially with readers in Canada, Australia, South Africa, and the USA.

Peterborough

Town crier of Peterborough, Pearl Capewell, had the staunch backing of the branch when she set off to compete in the World Town Crier Championships in Canada. Against strong competition, she managed to come 43rd out of 106.



King-size cheque for cadets

A big cheque-out for the small King's Lynn branch as Shipmate Reg Missin (chairman), second from the right, presents a £500 cheque to Mr. John Cook, the deputy mayor and chairman of the local Sea Cadet Corps management committee.

Witnessing the presentation are (from left): Jean Mickleburgh, deputy mayoress; Shipmates Kath Missin, Malcolm Harrison, Rose Harvey and CPOs Fred Harvey and Vic Dixon of the SCC. A combined dinner dance helped raise the money.

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Alan speaks the right language

Former LPT Alan Denham, who served in the Navy from 1957 to 1966, suffered a fracture dislocation of the cervical spine as a result of an accident on a vaulting horse during his time as a PT instructor.

As a result, 53-year-old Alan is a tetraplegic. He has no feeling from his chest downwards and although he does have a certain amount of arm movement, his triceps are fully wasted.

Being the sort of man he is, Alan has come to terms with his severe disability and has retained his highly-developed sense of humour.

He is totally dependent on his electric wheelchair to get about but he is no longer able to drive and relies on friends to go anywhere. He is buying his home which has all the necessary aids and adaptations in place to enable him to live on his own and although he has no relatives, he has excellent neighbours and numerous friends in the area.

Fixtures Secretary

Alan's main social outlet is his involvement with the Wetherby Rugby Club where he acts as the Fixtures Secretary. In the early days following his accident he had been able to coach the younger children at the club which, on occasion, fields up to 100 boys each weekend. The local community look upon the work of the club as compensating for the reduced sports activities in their local school.

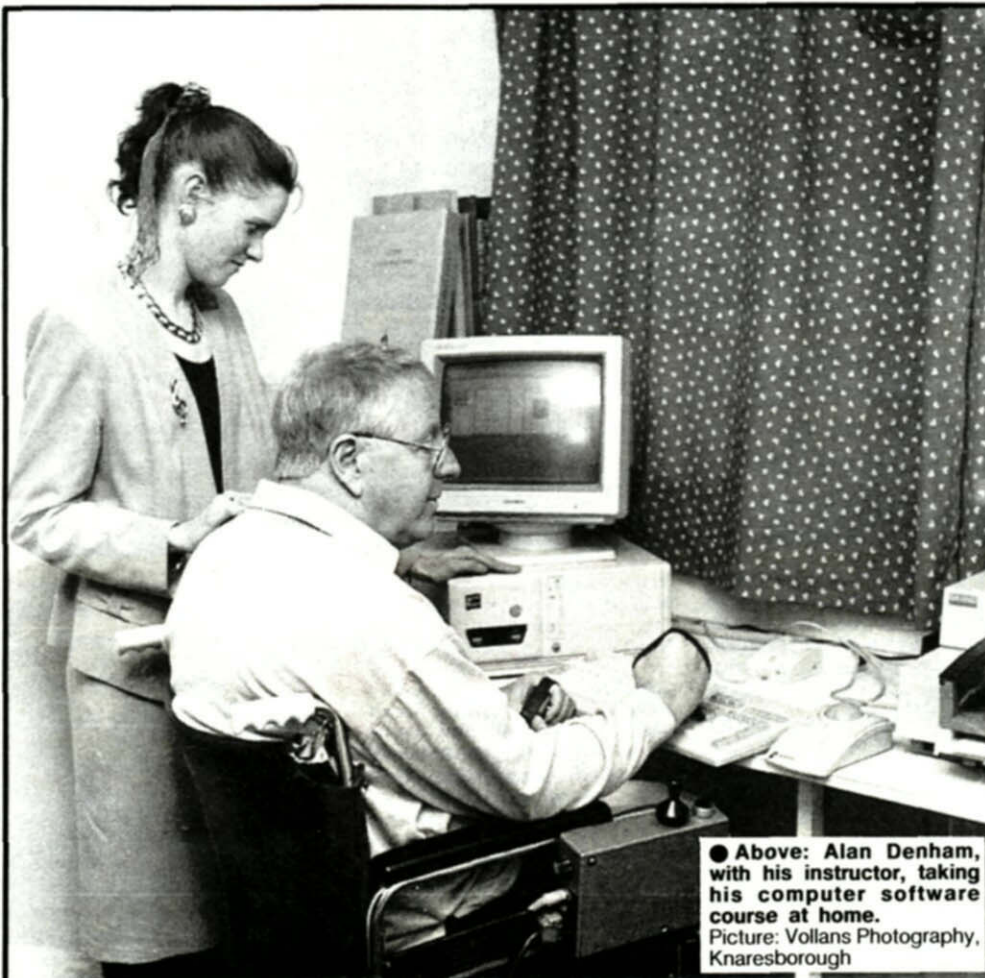
In his capacity as Fixtures Secretary Alan had been using a somewhat antiquated computer which enabled him to write letters and provide fixture lists. He decided, however, to change the computer and printer for a much more advanced model which would enable him to put out a more polished product and, in time, to produce a magazine that would be sold locally to raise funds for the rugby club who are seeking larger premises.

Although he managed to acquire the new computer using his own resources, Alan had to learn new computer language and techniques.

Computer training course

Initially he was assisted by the husband of one of the nurses who tended him but because the friend was unable to continue the instruction he obtained a quotation from a local computer training organisation and asked the RNBT whether they could help. The Grants Committee were delighted to assist with a grant of some £499 to pay for the computer training course which took place in Alan's home.

Alan does not regard himself as being anything exceptional but his lifestyle does engender considerable admiration from those who meet him. He says that he does not want to make a big thing out of doing what he does for the rugby club and he is very grateful to the RNBT for their help.



● Above: Alan Denham, with his instructor, taking his computer software course at home.
Picture: Vollans Photography, Knaresborough

Benefits all round

At the Royal Naval Benevolent Trust's 81st Executive Committee meeting, held in December 1993, it was resolved that all female RN ratings entered into the Royal Navy on or after November 1 1993, being members of "our Naval Forces" serving under normal RN conditions of service, are eligible to benefit from the Royal Naval Benevolent Trust as also are the dependants of such persons and, further, that former WRNS ratings who were transferred to the Royal Navy on November 1 1993 and who had, prior to that date, opted to serve under normal RN conditions of service being members of "our Naval Forces" are eligible to benefit from the Royal Naval Benevolent Trust as also are the dependants of such persons.

However, it was further resolved that former WRNS ratings who were transferred to the Royal Navy on November 1 1993 and who had, prior to that date, opted under reserve rights to continue to serve under the former WRNS conditions of service, being neither past nor present members of "our Naval Forces" serving under normal RN conditions of service, are ineligible to benefit from the Royal Naval Benevolent Trust as also are the dependants of such persons.

For details concerning eligibility to apply to the WRNS Benevolent Trust enquiries should be made to the WRNS Benevolent Trust, 311 Twyford Avenue, Portsmouth, PO2 8PE.

Back to health after operation

On leaving the Navy after seven years' service former LRO Stephen Craig, from Emsworth, started up his own company, DataEye, after a succession of jobs.

Although the business flourished a painful back condition worsened over time causing him, eventually, to close the company down in 1993. X-rays revealed the compacting of lumbar vertebrae numbers five and six and all non-surgical aspects of cure or relief — epidurals, acupuncture and medication — offered only temporary relief and surgery was the only possible cure.

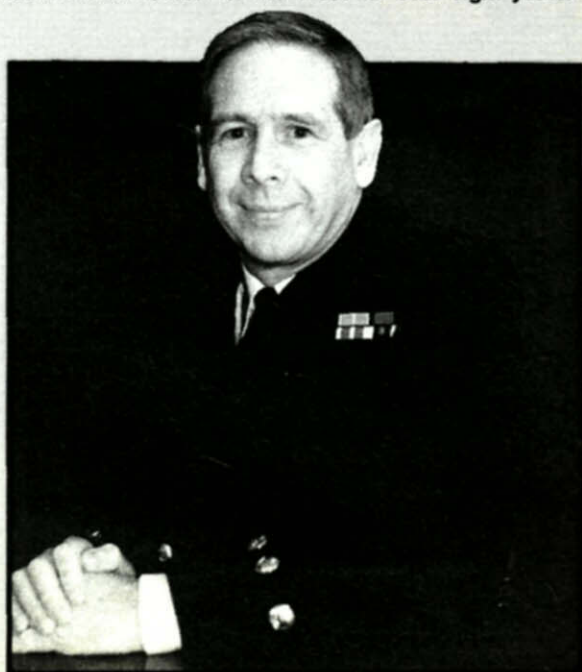
To enable Stephen to return to work and even have some sort of normal life (any slight movement set off considerable spasms of pain) the Orthopaedic Surgeon of St Richard's Hospital, Chichester, recommended an operation involving fusion of the vertebrae.

Unfortunately the operation could not be performed using the National Health Service for at least eighteen months and the cost of the operation done privately was prohibitive because Stephen was on Income Support. The quotes which he received for the operation and treatment came to almost £3,500 which was clearly beyond his resources. Luckily, however, Stephen was accepted by the King Edward VII Hospital, in Midhurst, who agreed to do the operation for a lesser sum.

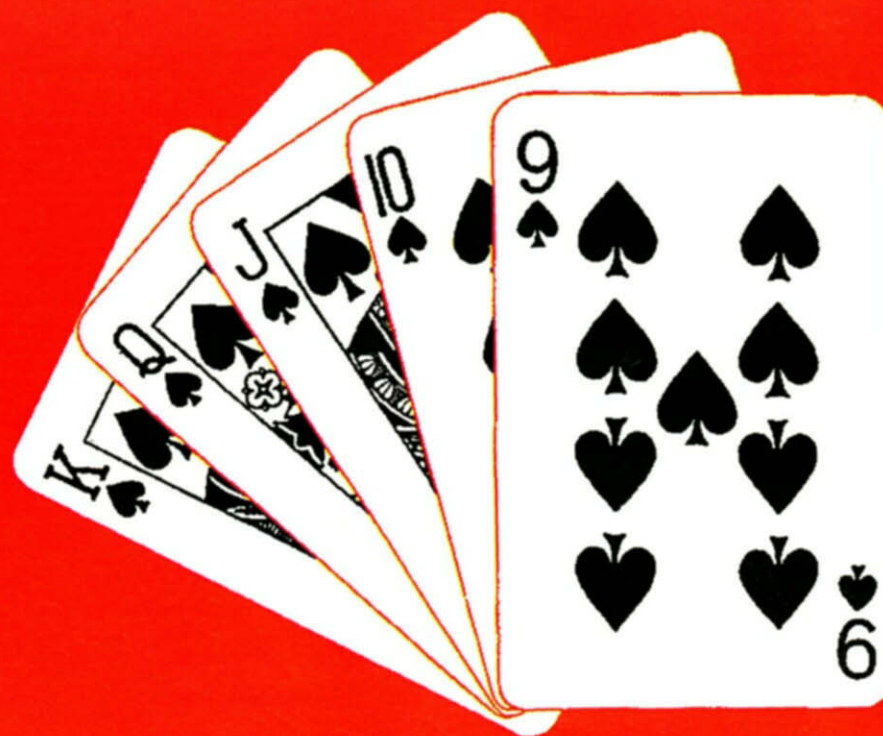
The Grants Committee responded by making a grant of £1,000 in Stephen's favour and he was able to raise the balance. The operation was carried out and the net result is that all the pain that he experienced prior to the operation has gone and he can now walk short distances and even drive his car for limited periods.

Honour for John

CPO John Thompson, below, has taken over as the Honorary Treasurer and Vice President of the Royal Naval Benevolent Trust with effect from January 1 succeeding Mr John Edwards. John Thompson, former chairman of the RNBT Grants Committee and Portsmouth Area Committee, has been a member of the Trust for over eight years.



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Victorious trials still proceeding

HMS Victorious, second of the Navy's Trident submarines, made a bit of a splash when she returned to the water for a basin dive in Devonshire Dock, Barrow-in-Furness.

After successfully completing trim and incline trials she returned to Devonshire Dock Hall and is due back in the water this month after a five-week docking period.

"The trials went extremely well," said boat manager Bob Clarke. "We completed the submerged trim and incline and then the surface trim and incline, well ahead of schedule."

Victorious's docking period included a change in ballast, bow shutter work, completion of tiling, fitting of instrumentation for Contractor's Sea trials and outfitting in accommodation and galley areas.

Further tests will take place in readiness for her sea trials.

Picture: VSEL

FALKLANDS' MEMORIAL UNVEILED

A plaque commemorating the service of RM and RN medics of the Falkland Islands Force Naval Party 8901, from 1953 to April 1 1982, has been unveiled at the now demolished site of Moody Brook RM Barracks in the Falklands.

Unveiled, appropriately, on Falklands Island Battle Day, the ceremony was attended by the Governor David Tatham, Commander British Forces FI Major General Ian Mackay-Dick and sailors from HMS Newcastle along with 17 ex-Royal Marines and 150 islanders.

Many ex-RMs now live and work in the islands including Mr Aidan Toase who served as a RM lieutenant in HMS Exeter and who was awarded the Distinguished Service Cross after seeing action during the Battle of the River Plate. He met his wife, an islander, when HMS Exeter put in for repairs after the battle.

It is hoped that ex-Royals and local people will take part in an annual commemoration at the plinth remembering the close ties with NP 8901 and the very close association between the Corps and the Falklands community.

Professional job for Chief

Currently appearing on TV as *The Chief*, actor Martin Shaw defected, temporarily, from the police and joined the ranks of the Royal Marines to publicise "Commando", a new television series which hit the screens last month.

The seven-part fly-on-the-wall documentary series is narrated by the former Professional and pulls no punches as it follows two troops of would-be recruits through their last month of vigorous training.

As they struggle to win the coveted Green Beret bets are on as to who will finish the course.



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What's cooking?



Swapping jokes (or recipes?) with LCK Jones and CK Lupo is Minister for the Armed Forces Jeremy Hanley, who stopped off in the galley during a visit to HMS Exeter, while the ship was alongside in Portsmouth.

The Type 42 destroyer has now sailed for the Gulf for a five-month Armilla deployment stopping en route in Singapore to take part in a Five Power Air Defence Exercise and to meet up with family and friends for a

well-deserved break.

HMS Exeter's busy programme includes visits to Jebel Ali, Bahrain, Doha, Muscat and Abu Dhabi before she returns to her home base in Portsmouth in mid-July.

INTERVIEW WITH FIRST SEA LORD

● Continued from
Page 7

Forces Mediterranean and Atlantic to enforce the maritime embargo are doing that job most effectively. I don't think any oil is getting through by sea.

We are challenging and diverting a lot of container ships — there is always the problem of being 100 per cent sure with these and searching them is still a very difficult task, but the blockade enforced at sea is as effective as I think we can make it.

I was with them the other day and the STANAVFORMED Commander — who happens to be a British Officer at present, Commodore Ross — made the point that it is a "ring of steel".

As to the national forces we've got there — the carrier, the destroyer or frigate and the RFA — one of the great success stories in the past year has been the way in which the multi-role capability of the Sea Harrier has been demonstrated.

It was pointed out to me that Sea Harrier on Deny-Flight patrol (fighter role) over Bosnia can be instantly tasked with photo reconnaissance because they have F95 cameras installed.

And it's also available to do close air support — so here we have three aircraft, all rolled into one.

It's complementary to shore-based air — if there are weather

problems at any of the Italian bases, the carrier can move a bit north or south to avoid it and cover the gap until the bad weather passes.

The Sea Harriers are therefore very much a key part of the resources available for air operations controlled by SATAF, the NATO organisation directing the Bosnia air operation.

Apart from the Royal Fleet Auxiliary's central support function, we've got RFA Resource in Split providing support to the Army ashore. When I was there the other day with the Foreign Secretary, LSL Sir Geraint was suddenly tasked to go up to Trieste to pick up a Norwegian battalion's tanks. The LSL was instantly available, whereas it might have taken days to charter the right sort of merchant ship.

Then finally — our helicopters. The 845 Squadron Sea Kings in Split are doing runs up to Vitez for casualty evacuation and a whole host of tasks there — they are flying fairly intensely in very difficult conditions.

Yes, we have problems with roulement here — some people in 845 are on their third three-month tour in Yugoslavia. We're going to have to look at whether we're in for a very long haul, just a long haul or whether it's all going to be over by Christmas, and to make decisions as to how we can sustain the operation.

But I found that the morale of everybody in the Adriatic was extremely good — because

they feel they're doing useful work.

I hope everyone else does, too — the events in the Balkans have demonstrated that you can never tell what and where the next uncertainty will be, and all these studies which are in turn causing uncertainty are really designed to help us react more efficiently to emergencies. That will be the result, in the long run.

Navy News has lately reported some notable acts of individual heroism and initiative in carrying out our role as part of a global 'police force' — in combatting smuggling and drug trafficking, for example. Will this role be allowed to continue?

I hope it will. This is at the moment something we are well capable of dealing with — and we are delighted to play our part in assisting other agencies in dealing with these very serious problems that affect us all.

I suspect they will not decrease in scale in the next two or three years — and beyond that I am not prepared to forecast. But for the time being they do seem to be a rather permanent feature of the world picture.

I see no change in our overall strategy of power projection either — but defence policy is a continually evolving affair, and as we prepare for the next Statement on the Defence Estimates the Government may wish to adjust its priorities.

This is nothing new — it happens every year!

● Front liner — the amphibious assault ship HMS Fearless seen leaving Portsmouth last month for winter exercises after a long period in maintenance.



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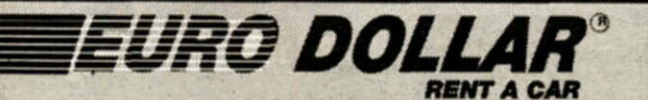
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The Service Children's Education Authority (SCEA) has two sections which exist to assist parents who seek advice on aspects of their children's education.

The Schools Advice Section offers advice on boarding education, local authority day school matters, and mandatory grants and discretionary awards.

Many Service parents find it necessary to place their children in boarding schools and many of these parents would benefit from informed and impartial advice before making a choice of school.

those schools, should study these reports.

For advice on all matters relating to boarding education, contact SCEA Schools Advice Section, on Winchester Military 2934 or 0962 887934.

Special needs

SCEA Special Needs Section exists to offer help to parents whose children have Special Educational Needs (SEN). It can advise on the process of assessment which leads to the production of a Statement of SEN. This can result in a range of specialist provision being made available for your child, whether in a mainstream or special school. The Section can also advise on the availability of SEN cover in SCEA schools overseas, and the availability of escorted travel and special flights. It also confirms eligibility for the Special Educational Needs Allowance (SENA).

Advice on SEN can be obtained by telephoning Winchester Military 2943/2944 (0962 887943/4).

For further information about the SCEA write to: SCEA (Bldg 31), HQ DGAGC, Worthy Down, Winchester, Hants SO21 2RG.

Options

SCEA Schools Advice Section is skilled in helping parents interpret the various options so that they make a wise decision for their children. It is common sense to take advantage of the specialist knowledge available to you from SCEA Schools Advice Section before you make your final decision.

Each year a number of boarding schools are inspected by inspectors of the Office for Standards in Education (still often known as Her Majesty's Inspectors of Schools). It is the policy of the Department for Education that parents who have children in schools which have been inspected, and who are considering sending children to



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The Army Navy game beckons

Once again the annual jewel in the Navy rugby calendar — the Army v Navy at Twickenham for the Willis Corroon AFFAS Trophy — is upon us and following the 1993 attendance figures of approx 12,000 spectators with a 4:1 ratio in the Navy's favour, the RNRU Executive Committee hope the 1994 figure will be much higher, *writes the Leprechaun.*

Those who regularly attend the fixture will be well aware that this event is the RN's equivalent of standing in Piccadilly Circus — at Twickenham, you not only get to watch the game but are also presented with the opportunity — whether active or past serving members — to meet again all your old friends.

An added attraction this year is the Rugby Draw, for which Cdre Doug Lewis has negotiated, on behalf of the Tri-Service teams, a string of excellent prizes sponsored by Hertz. First prize is a ten-day all expenses paid trip for two to New York with spending money. Your support at the match and for the draw is needed, so get a crowd together and coach, car or train it to Twickenham on March 26 (ko 1500).

The selector and coach know that they still have much to do to ensure that the best XV take the field, providing of course that the weather in the mean-

time does not continue totally to frustrate their match plans. However, they have been encouraged so far by the tremendous team spirit and some outstanding all round performances from very committed players.

At the end of January the full Navy side played together for the first time against Cambridge University, after a number of previously experimental outings. The cold, still conditions were perfect for the expansive game which this Navy side has trained to play and, against a Cambridge University side containing 12 Blues, the Navy gave one of its best performances over the past four years.

Apart from the line outs, where the Navy were starved of possession, the team dominated every phase of the game. All 15 players were outstanding but the man of the match was undoubtedly 20-year-old RM musician Buster Brown, who showed his blistering pace to run in three tries.

This feat was headlined in the Daily Telegraph, 'Cambridge run ragged by Brown.'

Mne Paul Elkington (centre) kicked one conversion and four penalties to complete the 29-6 victory which stunned the student side who had beaten the RAF 48-24 the previous week.

After the game selector Jeff Blackett announced that the Navy captain for the rest of the season would be POPT Steve

Jones.

A week later the Navy played a very poor Redruth side under floodlights at the Rectory ground in Devonport and strolled to an easy 45-10 victory. After the high of beating Cambridge this was a lack lustre performance by the Navy, despite the margin of victory.

The Navy then played a very strong Civil Service side at Chiswick. The Civil Service had recently beaten the Army and the RAF and were enthusiastically looking forward to their version of the Triple Crown. Their pack included seven players from first class sides, with a Scottish B cap at hooker, and their three-quarters were boosted by Neath centre Hugh Woodland.

The match was a bruising encounter where the Navy were virtually starved of good line out possession. After conceding an early penalty try for collapsing the scrum on their own line, the Navy fought back with two well worked forward tries from Corin Palmer and Steve Jones. With a try count of two to one, the Navy were losing 19-13 in injury time because of the very accurate boot of Craig Raymond. Unfortunately a defensive slip in the dying moments let the CS in for a final try to make the final score 26-13, which flattered them.

Nonetheless, with a dynamic back row, real pace on the wings and determined tackling throughout the team, this RN

side is quietly confident of great things at Twickenham. Just a tighter scrum in the set piece and a bit more line out ball would bolster everyone's confidence.

The Navy's first game in the U-21 Inter-Service rugby competition was away to the RAF. The RN took some time to settle but a penalty goal by Freddie Lomas gave them some half time cheer, facing only a 7-3 deficit. A devastating burst by Buster Brown led to him scoring under the posts and with only 15 minutes left the RN were 10-7 ahead.

Discipline and concentration cracked under strong Light Blue pressure and after a penalty levelled the scores, weak tackling allowed the RAF to score a converted try. A final death or glory attempt by the RN U21s failed and, following another penalty, the RAF ran out winners by 20-10.

A large crowd at Burnaby Road saw the RN take on Tournament favourites, the

Army. The Dark Blues were on the back foot throughout this game with a big, strong Army pack winning a stream of continuous good ball. No matter how hard and spiritedly the RN youngsters played there was a wealth of support in red shirts and the Army won 36-3.

That said, the future of RN U21 representative Rugby is in the balance with the bulk of this season's team being over age for the 94-95 season. Any potential player must, therefore, let his PT or the Youth Development Officer know of his existence. So see your PT or call CPOPT Barry Wills on Temeraire 24392.

● For Twickenham tickets apply to the Ticket Secretary, RNRU, HMS Temeraire, Burnaby Road, Portsmouth. The RN v Army match is on March 26 with RN v RAF following on April 13. Closing dates are March 5 and March 17 respectively and tickets — cheques payable to RN Rugby Union Ticket Account — are £8 (£4 for under 18s).

● Draw tickets at £2 a book of five can be obtained by contacting Cdr B. Weeks RN, Room 5247, MOD Main Building.

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There are various options — race or cruise or race/cruise; circumnavigate or start at Fort William. Whatever the choice, those wishing to register for the event, which begins on May 28, should send a £5 registration fee to the treasurer, RIB Race Scotland 1994 at Drumblair House, Drumnadrochit, Inverness IV3 6XP to receive further information, an entry form and racepack.

FOILED AGAIN

RNEC Manadon is the venue for the Royal Navy Fencing Championships which will take place between May 13 and May 15. All RN/RM members are eligible and this year there is also a veterans' competition for serving and retired fencers over the age of 40. You need not be an expert to enter — a basic knowledge of rules and techniques is enough. For further details and entry forms contact Lt B. Cran, HMS Sultan, Gosport. Tel. Portsmouth Naval Base ext. 2408.

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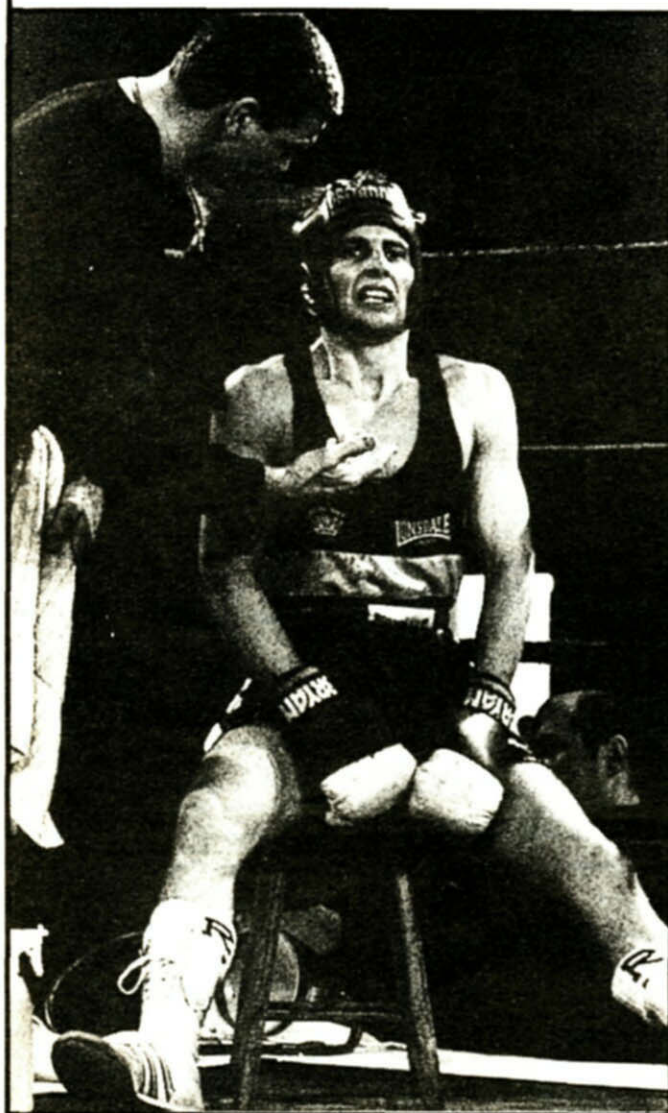
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Trinity School is a charitable institution for the education of children

He ain't half Baird



The Royal Navy boxing team were dealt a devastating blow at Aldershot in the Inter-Service Championships, writes Colour Sgt Leo Toms.

The Senior Service picked up just one victory to add to their two walkovers as they went to a 9-3 defeat. But the scoreline did not do justice to some spirited performances by Navy boxers.

Mne Charlie Baird (45 Cdo) gave a breathtaking display of boxing skills to bemuse and defeat Cpl Raj Coomar and to earn himself the best boxer of the evening award.

Mne Jack Horner (Comacchio Gp) and Mne Trevor French (CTCRM) looked to have done more than enough to have won their bouts, but very poor RAF officiating deprived them of the victories that would have more truly reflected the closeness of the team match.

LPT Dale Randle (Osprey) having his final bout for the Navy after many years in the RN vest, represented at his fourth weight and lost a close decision to last year's ABA lightweight finalist LCpl Powell. It was a great performance which saw him leave boxing at the highest level.

The very strong Army team dominated all weights from light middle to heavy-weight, with Cpl Burford sealing the 9-2 victory with his win over Cpl Steve Fulthorpe (RM Poole).

Fulthorpe had a good first round but the soldier responded with harder and more frequent punches. The Marine was retired in the third to save him further punishment from the current England heavyweight representative.

A disappointing turnout by the RAF nearly spoilt the night for a large crowd at Portsmouth for the Navy/RAF match. The RAF submitted five walkovers and the Navy boxers then added

to their misery by winning four out of the five remaining bouts.

Baird turned in another sparkling performance, halting SAC Brolly halfway through the third. From the first bell he had dominated behind his right jabs and hooks; then he unleashed ferocious left crosses.

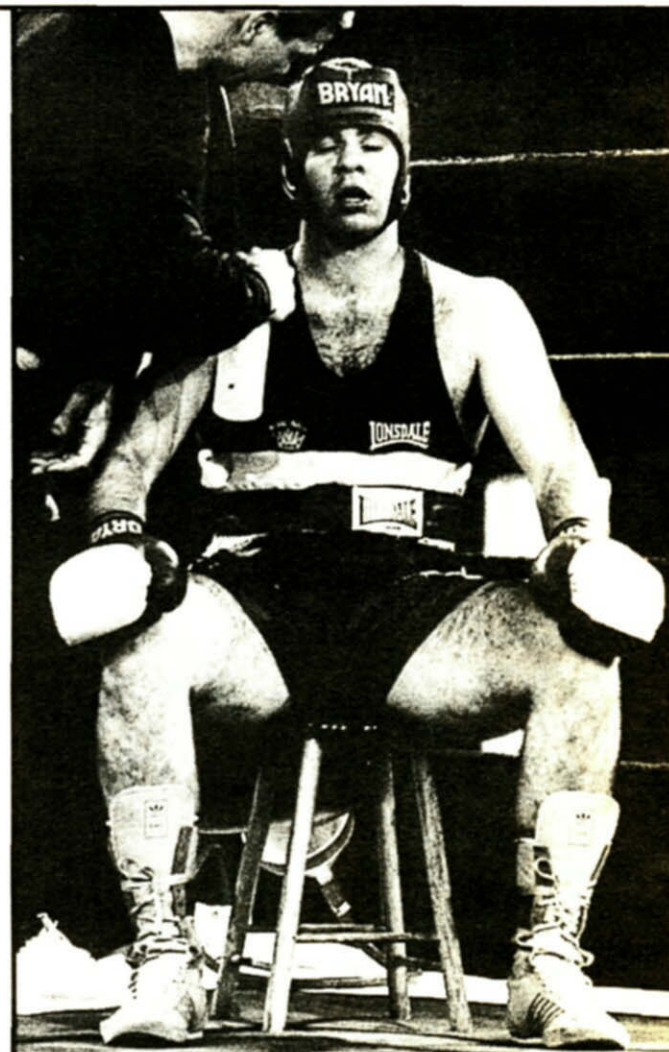
SAC Brolly had no answer and the Army referee was merciful in stopping the contest.

AB Kevin Crumplin (RAF Turnhouse) at lightwelter for the Navy was named the night's best boxer after a display of technical skills and punching power that had SAC Gonsalves floundering on several occasions. Gonsalves used all his considerable experience to try and subdue the aggressive Navy man, but Crumplin ran out a comfortable winner.

Team captain French put in a typically exemplary performance to gain a points decision over a rugged and determined SAC Henderson. French always had the upper hand.

LPT Danny Machin (Sultan) had a much harder contest at light middleweight and put in a splendid final round to win by a majority points verdict over Cpl Pepperell, who thought he had done enough.

Only RN loser from the team match was Mne Murphy (45 Cdo), who after taking two standing counts in the second round, came back in the third, showing true Royal Marines grit to force SAC Frisky to take a count himself and hang on desperately until the final bell. The airman got the decision but will have been glad there was not another round.



Left: Mne Charlie Baird of 45 Commando takes advice from Navy boxing coach Colour Sgt Leo Toms. Above: Mne Lee Kerry, also of 45 Cdo, gathers his thoughts between rounds.

Pictures: LA(PHOT) Nobby Hall

Results in full

Results — RN v Army: L/fly AB Hewer (Herald) WO: Fly Fus. Duncan Army WO: Bantam Pte D. Duggan Army Pts; Feather Mne Baird bt Cpl Rajcoomar Pts; Light LCpl Powell bt LPT Randle Pts; L/welter Pte Helliker bt Mne Horner Pts; Welter LCpl Bessey bt Mne French Pts; L/middle Pte Hamer bt LCpl N. Harvey (Cdo Log Regt) Rtd 3; Middle Pte Treslove bt Mne P. Murphy (45 Cdo) RSC 2; L/heavy Pte Quirey bt Rtd D. Edwards (CTCRM) Pts; Heavy Cpl Burford bt Cpl S. Fulthorpe Rtd 3; Super heavy Mne Kevin McCormack (45 Cdo) WO: L/middle special Gdman K. Short bt LPT D. Machin Pts; Heavy special Mne L. Kerry (45 Cdo) but Dvr W. Bessey (Army) Pts.

RN v RAF: L/fly Cpl Fox (RAF) WO: Fly AB Lee Hewer (Herald) WO: Bantam SAC Spensley (RAF) WO: Feather Mne Baird bt SAC Brolly RSC3; Light Mne K. Brown (CTCRM) WO: L/welter AB Crumplin bt SAC Gonsalves Pts; Welter Mne French bt SAC Henderson Pts; L/middle LPT Machin bt Cpl Pepperell Pts; Middle Mne Murphy lost to SAC Frisky Pts; L/heavy Mne Wallace (45 Cdo) WO: Heavy Mne Kerry (45 Cdo) WO: Super heavy Mne McCormack (45 Cdo) WO: special bouts — Welter SAC Poole bt Mne Pepperell (42 Cdo) RSC 1; L/middle APP Patterson (Daedalus) bt Cpl Clapham (RAF) Pts; Heavy Pte Bessey (Army) bt Mne Kerry (45 Cdo) Pts.

COMPETITION HOTS UP FOR INTER-SERVICE HOPEFULS

March sees the Royal Navy football team setting about regaining the Inter-Services Championship it lost last season, having won the title in each of the two previous years, writes Lt Cdr Jim Danks.

On March 8 the Navy take on the Army at Aldershot Military Stadium (ko 1930) and on March 16 they will be at home at Burnaby Road to the Royal Air Force (ko 1800). A Royal Marines Band will play before the game.

The Navy team is having a good season to date and is full of confidence. An experienced side, competition for places is fierce. In a recent game three players who have represented Combined Services within the last year were on the substitutes' bench.

While the team is certainly good enough to win, much depends on the support it gets. A full stand at Burnaby Road would go a long way to seeing the Cup back in Portsmouth!

Players worked for four-and-a-half hours to clear the Burnaby Rd pitch of snow for the RN's match against Hampshire. They were rewarded with a 6-3 victory. (Report next

month).

The Navy opened the scoring in their match against the Civil Service at Chiswick. A deep cross from the right by LWTR Paul Benson over the defence was kept in play by LAEM Nigel Thwaites. He laid the ball back for POPT Nick Haigh, who found LPT Ian Smith.

Dropped

Smith beat the keeper to the ball and when it dropped he reacted quickly and shot it over the line.

Stung into action, the Civil Service were somewhat unfortunate to remain 1-0 down at half-time.

Still seeking his best line up, coach Tommy Johnson made five changes in the interval. Constant pressure from the Civil Service failed to break down the Navy defence. It was rather against the run of play when the Navy increased their lead. Fraser Quirke took advantage of a mistake in the CS penalty area to shoot past the keeper with 20 minutes remaining, sealing the 2-0 victory.

At Newbold Revel the Eng-

lish Prison Service were keen to avenge last season's defeat at Portsmouth. The Navy weathered the early storm as they got the feel for the large pitch and following a move involving four players took the lead in the 25th minute; Benson coolly slotting the ball past the advancing keeper.

The lead was increased in the second half courtesy of Will Flint, whose rasping left foot shot left the Prison keeper no chance. Just five minutes later Quirke made it 3-0. This was a much improved RN performance.

In their home match against Devon in the SW Counties Competition, the opening match against Somerset having been cancelled due to bad weather, the visitors nearly took an early lead.

Brilliant

A dreadful mistake by White in the Navy goal prompted a brilliant header from Chris Fairey, which kept the ball out of the net.

Devon maintained the pressure and took a 1-0 lead, which they kept until half time. Thwaites was then brought on to replace Smith and he provid-

ed the threat that had been missing in the first half.

The Navy began to take control in midfield, but Devon almost increased their lead — Matthew's shot beating White but going past the left upright.

This was to be Devon's last chance and the Navy equalised with 20 minutes to play. A cross from Thwaites was not cleared and in the resulting melee in the goal mouth, the ball crossed the line. Popular opinion attributed the last touch to Neil Frame.

Spurred on, the Navy sought the winner. It came five minutes later with a move honed by training ground practice. A long throw in by Barrett on the right was headed on by Riley and Benson slotted the ball home from close range, making it 2-1.

Despite much pressure from Devon, the Navy defence held firm and were rewarded with a win which their strong second half display just about deserved.

March fixtures; March 3 v Somerset at Clevedon (ko 1945); 8 v the Army at Aldershot (ko 1930); 16 v RAF at Burnaby Rd (ko 1800); 22 v Gloucester County FA at Fairford (ko 1930).

Inter-Establishment trophy won by Nelson

Events held between last summer and this January counted towards the RN Women's Inter-Establishment Tournament overall result.

The sports involved were: lawn and table tennis, volleyball, netball, squash, hockey 6s and indoor hockey, and badminton.

With victory in the volleyball and strong showings in

every other event save lawn tennis, HMS Nelson gained 78 points and won the Inter-Establishment Trophy. Second place went to HMS Dryad (64pts) and third to HMS Collingwood (63pts).

Airmen retain squash crown

Hosted by the Army, the Inter-Services Squash Tournament took place at HMS Temeraire. In the senior event the Navy lost 3-2 to the Army — POPT Ian Binks (RNSLAM) and MEM(M) Rick Edmunds (RM Poole) being the Navy winners.

But the Senior Service then lost 5-0 to the RAF. In the final match the RAF beat the Army 4-1 to win the championship for the eighth consecutive year.

There was also a 3-2 defeat for the Navy by the Army in the veterans event. Here the RN winners were Lt Cdr Alex Johnstone (CINCNAVHOME) and Cdr Simon De Halpert (CINCFLFLEET). Johnstone and Capt Richard Pelly, chairman RNSRA (DOAB) provided the Navy's wins in the 3-2 defeat by the RAF. The Army took their third consecutive veterans title with a 3-2 win over the RAF in the final match.

The RN Under 25s, defending champions, were without four of the winning team for various reasons and CCMEA Bob Giddings (Defiance), team manager, worked hard to inspire the youngsters. But it was not to be their year and the RN went down 5-0 in both matches. The RAF beat the Army 4-1 to take the title.

At the end of the tournament, Lt Cdr Harry Brickwood, who is retiring after six years as RN Squash secretary and treasurer, was presented with a decanter and glasses by Major Gen. Andrew Keeling, RN Squash President.



Out for action in warmer waters . . .

During a visit to Ilheus in Brazil by HMS Hecla on her South Atlantic deployment, the local mayor invited members of the ship's company to try a little fishing.

They got more than they bargained for, though. Pictured (left) is the 120 kilogram blue marlin landed after four-and-a-half hours by WEM P. King, LWEM P. Hooks and MEM R. Mosely.

The ray (right) was "caught" — only on camera, luckily for him/her — by S/Lt Stuart Blackburn during a sailing expedition in the Bahamas.

More than a dozen members of HMS Trenchant's crew put their spare time to good purpose while the submarine was in the area for work on the AUTEC range. They formed two crews for 42 footer "Spice of Life."

Under the guidance of RN yachtmaster Lt Martin Smith and 1st mate Micky Sait, they sailed her from Fort Lauderdale to Andros Island and on to West Point, Grand Bahama and Port Canaveral. There was then a crew change for the return.

Pictured taking his turn at the helm is MEM Mark Smith.

● The crews chipped in to the cost, but would also like to thank the HMS Drake

Welfare Fund, the Nuffield Trust, the RN Sports Lottery and the HMS Trenchant Welfare Fund for funding the adventure and Lt Rob Groves for organising it.



SEVENTH HEAVEN FOR GRAND SLAM ANGLERS

Having taken a seventh consecutive victory in the Inter-Service Shore Sea Angling Championships, the RN/RM team completed the Grand Slam and can fairly lay claim to being the best

Canadian takes mens singles badminton title

Canadian exchange officer S/Lt Franc Letarte (Manadon) powered his way to the men's singles title at the RN Badminton Championships at HMS Sultan beating MEM Ian Shore (Raleigh) in the final.

LNN Helen Caldwell (Haslar) retained the ladies title with a win in the final over POW Chris Philips (Portsmouth Naval Base).

The men's doubles final was a nail-biting "three-ender" in which top seeds LPT Steve Losh (Neptune) and Shore triumphed over Lt Cdr Geoff Rowlands (Warrior) and S/Lt Nigel Artngstall (Culdrose).

Thrice unlucky

Wren Sue Colliss (Dolphin) and Caldwell beat LWREN Gina Booth (FOSF) and Philips to win the ladies doubles. Caldwell was again successful in the mixed doubles. She and Rowlands beat thrice unlucky Philips and Lt David Hill (Heron) in the final.

CK John Tate and MEM Robert McGillvery (Invincible) won the restricted mens doubles trophy and the men's plate competition. Restricted ladies doubles winners were LSA Del Frusher and POW Tracy Wragg (Portland). Rowlands took the veteran's title and the veterans doubles crown with partner CPO Archie Freebairn (Haslar). At the other end of the age spectrum AEM Andy Mead (Portland) won the Under 21 singles.

Dave Hill will captain the men's squad for the Inter-Services Championship later this month.

sea angling club in the country.

The event was fished at Dungeness over two afternoons and evenings and the RN/RM team comprised CPOs Rick Bradbeer, Sam Houston and Pete Hegg (Osprey), CPO Andy Andrews (Defiance), CCPO Mick Hinchcliffe (Guernsey), Lt John Braisher (Warrior), Sgt Steve Pope (HQ & Sig Sqn), Sgt Pete Hill (Cdo Log Regt), CSgt Steve Knight (RM Poole), CPO Ken Snape (Collingwood) and, gaining their Association colours, CPO Bill Wheatman (Nelson) and MEM Tony Pike (RM Poole).

At the close of the first day with a team weight of 66lbs 7oz, the Navy lead on 102

points, a lead of 28 points over the RAF and 37 over the Army. Hegg lay third in the individual competition.

That Round 2 was a better match became evident at the weigh-in, with the Army and RAF anglers trying their best to stop the Navy in their stride. It wasn't to be, though. The RN/RM team total of 50lbs 4oz (124 fish) converted to 84 points, enough to win the round and seal the championship.

Pete Hegg, who had added two dabs to his total in the last half hour, secured the Individual Champion's Trophy for the first time. It was the only major shore angling award that had eluded him.

Two fixtures go but the challenge stays

Having suffered a number of losses from last year's squad through departures from the Service and the dreaded Drafty's pen, the Royal Navy golf team faces a tough season, writes the new secretary, Cdr Gary Skinks.

Player availability proved a problem last year and this with other factors has driven the RNSGA committee to the sad but inevitable measure of dropping two fixtures from last year's list — the matches against Brecon/Radnor and the Isle of Wight.

On the plus side, we are left with some very good County and other

fixtures which should provide the players with valuable experience in the lead up to September's Inter-Service Championships.

Handicap 6

The first match, against Cornwall, takes place at Tehidy Park GC, Camborne, on March 26/27 and the process of selecting the squad is well in hand. The RNSGA is always on the lookout for new talent of the right standard and any golfer of handicap 6 or less wishing to be considered for Navy matches should contact me (at Staff of FOSF, 4 The Parade, HM

Naval Base, Portsmouth. PNB ext 23664).

Other key dates are: June 20-22 RN Inter-Command and Open Stroke Play Championship at Lee on Solent GC; and Sept. 7-9 RN Inter-Command Matchplay Championships at China Fleet G. & C.C.

● 1994 is the second year of a very generous sponsorship deal for Navy golf through WA Consultants, a technical specialist recruitment consultancy based in Torquay. Sponsorship has seen the team kitted out in very smart golf clothing and bags, helped pay for coaching and also helped to offset accommodation charges.

Ins and outs of the new tennis year

A series of indoor coaching sessions has been organised by the RN Lawn Tennis Association leading up to the Inter-Service B Championships at the new Portsmouth Indoor Tennis Centre, on March 12 and 13.

First session took place at Ivybridge ITC, Plymouth, last month. The next two will take place at Portsmouth ITC; the first over March 5/6 and the second (for the B team only) on March 11. For more information contact POPT Mick

Crouch, SM2 PT Office, Devonport NB ext. 67165.

The outdoor season commences in May, with fixtures for men, women and veterans throughout May, June and July. Home fixtures will take place on the USSG grass courts at Burnaby Road, Portsmouth.

An innovation for the men this season will be entry into the Hampshire and IOW League which will provide a more competitive edge to the fixtures.

The women's Inter-Establishment and Inter-Command tournaments take place on June 4-6 and the men's Inter-Command Championships on June 16-17. All these will be at USSG.

July 16-19 will see the RN Championships, again at USSG. These will be followed by the Inter-Service Championships at Wimbledon on August 1-2.

For further details men should contact Lt Rob Reynolds (Sultan ext 2386), women should contact Lt Nicky Spurgeon (Temeraire ext 23958) and veterans should contact Cdr Joe Collicult (Daedalus ext 4386).

HMS Collingwood hosted the Inter-Service Women's Indoor Hockey Tournament, but alas, the Senior Services finished in third place. Match results — Navy 2 Army 6; Navy 1 RAF 3; Army 6 RAF 3 — saw the Army come out clear winners.

End of line for the Tenth

Three decades after its formation the Tenth Mine Countermeasures Squadron will be disbanded at the end of this month under reorganisation measures announced last year.

The Squadron is the parent organisation for all RNR mine countermeasures vessels and in the late 1970s was brought into line with other MCM squadrons to become an integral part of the Fleet.

Now that the need for deep, armed, team sweeping has disappeared the concept of the seagoing RNR will change from that of manning their own ships to one of integration in Royal Navy vessels.

For sale

From March 31 the River-class HM ships Arun, Spey and Itchen will transfer to the Northern Island Squadron and HMS Orwell will replace HMS Wilton as Dartmouth navigation training ship.

HM ships Carron, Dovey, Helford, Humber and Waveney will be offered for sale.

The Inshore Training Squadron (ITS) will be formed to take on the Tenth's task of administering the vessels of the University RN Unit. They will be increased from eight to 14 during May this year with new units at Birmingham, Cambridge, Cardiff, Hull, Newcastle and Oxford.

The new vessels will be HM ships Explorer, Example, Exploit, Express, Loyal Chancellor and Loyal Watch.

Missiles study by Britain

Britain may buy cruise missiles from the USA, Defence Secretary Mr Malcolm Rifkind said last month in a speech to the College of Defence Studies.

Mr Rifkind said that Britain would undertake a two-year study into ballistic missile defences as the UK needed to maintain a widespread set of military capabilities to counter increasingly complex and uncertain threats.

ROYAL MARINES ARE RIDING ON AIR!



Royal Marines have become the first members of the British armed forces to make operational use of hovercraft.

Our pictures by PO(PHOT) Mixy Chetty show 539 Assault Squadron putting their four newly acquired craft through their paces in the Firth of Clyde.

They have been bought from the Southampton based firm Griffon Hovercraft Ltd. Each of them can carry 16 fully equipped men in relative comfort over a long distance and with a choice of landing places.

Powered by standard diesel engines, they are made of aluminium and have the handling characteristics of a

fast boat. However, unlike a boat they can traverse mud, marsh, ice, snow and flooded countryside, getting to areas inaccessible to boats such as tidal mud flats.

Possessing a range of 300 nautical miles — three times the range of rigid raiders — the hovercraft has a lower, but still respectable, top speed of 33 knots.

Maj. Steve Balm, officer commanding the squadron said the craft will be used to supplement 539's raiding role, being portable in amphibious ships and large landing craft.

The Royal Navy undertook lengthy trials with hovercraft in the 1960s and throughout the 1970s but they were not put into full operational use.



60 SHIPS FOR D-DAY FLEET

Plans announced this month reveal that the 50th anniversary of D-Day will be marked by the biggest naval event in home waters since the Royal Fleet Review held during the Queen's 1977 Jubilee celebrations.

Sixty ships will form the new D-Day armada. The 16 Royal Navy vessels committed to the event include the aircraft carrier HMS Illustrious, the assault ship HMS Fearless, frigates, minesweepers, landing craft and HM submarine Ursula.

Flag Officer Surface Flotilla, Rear Admiral Mike Boyce, is responsible for the planning and execution of the sea phases of the commemoration. He will fly his flag in the Type 42 destroyer HMS Edinburgh.

Giant carrier

Among the 24 foreign warships, by far the largest to take part will be the 102,000-ton, nuclear powered aircraft carrier USS George Washington. The US Navy also plans to send the assault ship USS Guam, the cruiser USS Normandy and the US Coast Guard cutter Dallas.

Warships from France, Canada, the Netherlands, Belgium, Norway, Greece and Poland will also be present. Among the merchant vessels will be the liners QE2 and Canberra which will take veterans from Portsmouth to Normandy.

The fleet will depart Portsmouth on June 5 and anchor off Spithead for review by the Queen accompanied by Commonwealth and foreign Heads

of State and Government embarked in the Royal Yacht.

In mid-Channel a wreath-laying ceremony will be held while under way, HMV Britannia passing down the centre of two columns of warships.

On June 6 the ships will close to Omaha Beach and fire salutes during an international ceremony there.

For the British ceremony at Arromanches the armada will perform a similar evolution. There Fearless will launch her landing craft to take ashore the veterans' standards.

Other D-Day events — Page 26.

Rifkind visit to Adriatic

HMS Coventry, on Adriatic operations, has been visited by the Secretary of State for Defence, Mr Malcolm Rifkind, and the Commander Joint Forces, General Sir John Wilsey.

Mr Rifkind presented Long Service and Good Conduct medals to CPO(OPS)M Tony Langridge and CPOWEA Nigel Crowe.

Meanwhile Coventry's sister ship HMS Sheffield returned to Devonport on February 4 after her 107-day deployment to the Adriatic.

Tanker risks: Navy called in

Royal Navy experts have been called in to reduce the risk of tanker accidents off the north coast of Scotland.

Naval Party 1008 consisting of 12 hydrographic specialists will this month begin a survey sponsored by the Department of Transport in the Fair Isle Channel. Working under the command of Lt Cdr Mike Malin, NP1008 will produce data so that recommended routes can be laid down for ships navigating in the area.

Braer incident

The survey follows environmentalists' concerns about the threat of marine pollution following the Braer tanker incident in the Shetland Islands last year.

Previously unsurveyed waters will be charted from the converted, 3,000-tonne Arctic trawler Marine Explorer which is based in Plymouth and on charter to the Ministry of Defence.

The RN team comprises three officers and nine ratings supported by 22 merchant seamen to crew the Marine Explorer. Crew rotation will make most efficient use of the ship, providing 24-hour surveying until mid-November.



Relaxing the guard

This unguarded moment was caught on camera when Lady Hill took time to chat to CK Robbie Burns, a member of the guard during HMS Bridport's commissioning ceremony.

Lady Hill, wife of Vice Admiral Sir Robert Hill, launched the Bridport in 1992 and was guest of honour for the commissioning at Portland.

Also present were 200 families and friends of the ship's company, including

former PO Harry Dean who served in the Bangor-class minesweeper HMS Bridport during the Normandy landings.

Senior officers attending included Admiral Hill; Rear Admiral John Tolhurst, Flag Officer Sea Training; and Commodore Richard Moore, Commodore Minor War Vessels.

A few days before the ceremony the ship, under her commanding officer, Lt

Cdr Sean O'Reilly visited the town of Bridport where the mayor inspected divisions following a march-past. Representatives of Bridport town council, Royal Naval Association branch and Sea Cadet unit maintained their links by attending the commissioning ceremony.

HMS Bridport is the fifth of the hi-tech Sandown-class minehunters, and following trials is due to become fully operational later this year.

